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NEW YEAR
HAMPERS
(FROM \$15. AND UPWARDS)
Hampers, containing 12 Bottles,
CHOICEST WINES,
SPIRITS, &c., &c.
Call and make your own selection.
H. PRICE & CO.,
12, QUEEN'S ROAD CENTRAL.

Hongkong Daily Press.

ESTABLISHED 1857

FOR THE FESTIVE SEASON
CHAMPAGNES
MOET & CHANDON.
(EPERNEY)
DRY IMPERIAL,
WHITE STAR,
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Sole Agents:
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No. 14,889 號九十八百八千四萬一第 日三初月十年五十三緒光 HONGKONG, THURSDAY, DECEMBER 28TH, 1905. 四拜禮 號八十月二十年五零百九千一英港香 PRICE, \$3 PER MONTH.

SPECIAL
BULL DOG BRAND
STOUT & ALE
IN SPLITS.
A. S. WATSON & CO.
LIMITED.

WINE AND SPIRIT MERCHANTS,
ALEXANDRA BUILDINGS.
[a1342]

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"SPECIAL BLEND" WHISKY
A Blend
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Distillations of the
Finest Scotch Whiskies.
\$10.50 Per Case.

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SIEMSEN & CO., Hongkong. [a65]
GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
In Casks 375 lbs. net \$4.75 per cask ex Factory.
In Bags 250 lbs. net \$2.50 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st October, 1905. [a277]

FOR SALE

FOR SALE.

TWO MOTOR-BOATS suitable for Office
Work or Ferries to the Shipping.
For particulars, apply to—
"MOTOR."
Care of "Daily Press" Office.
Hongkong, 5th December, 1905. [a2734]

NOTICE.

GEO. FENWICK & CO., LD., Engineers
&c., are open to receive OFFERS FOR
THE PURCHASE OF THEIR WANCHAI
PROPERTY, comprising portions of Marine
Lots Nos. 31 and 36; approximate area 43,000
square feet.
For further particulars apply to the Company.
Hongkong, 12th July, 1905. [133]

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GENTLEMAN WANTS BOARD and
LODGING with a private family.
Central locality preferred. Moderate terms.
Also desires to rent a suitable flat or furnished
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Care of "Daily Press" Office.
Hongkong, 27th December, 1905. [2803]

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SUPPLY.

REDUCTIONS IN PRICES.

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following reductions in prices.
Australian Smoked Mullet ... 50 cts. per lb.
" Schnapper 50
" Oysters, 2 1/2 doz. bottles \$1.00 per bot.
Hongkong, 9th November, 1905. [2558]

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THE HONGKONG STEAM WATER
BOAT CO., LD., is prepared to supply
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WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.

J. W. KEW,
Manager.

Hotel Mansions, 3rd Floor,
Hongkong, 8th August, 1905. [2507]

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THE HONGKONG ICE COMPANY, LD.
have now 40,000 Cubic feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 a.m. and 4 p.m. daily. Sunday
excepted to receive and deliver perishable goods.
Wm. FARLANE, Manager.
Hongkong, 18th November, 1905. [155]

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LADIES' AND CHILDREN'S
UNDERWEAR.
EMBROIDERIES, LACES, SILKS, PONGEES,
GRASS LINEN, SHAWLS, HANDKERCHIEFS,
BLANKETS, TRUNKS,
EMBROIDERED AND FANCY GOODS.
No. 82, QUEEN'S ROAD CENTRAL.
Any Order Promptly Attended To.
Hongkong, 12th January, 1905.

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PAUL DOMMIER & CO. (Gold Marque).
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LANSON PERE ET FILS VIN 1900.
POL ROGER VIN 1898.
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TELEPHONE No. 75.
SOLE AGENTS—
CALDBECK, MACGREGOR & CO.,
15, QUEEN'S ROAD CENTRAL.
Hongkong, 9th November, 1905. [a37]

PEERLESS SCOTS WHISKIES
HAIG & HAIG, LD., DISTILLERS SINCE 1679.
3 Star, SPECIAL—The finest of all "Pog" WHISKIES at ... \$18.00
5 Star, LIQUEUR—Exquisite, test in the World for Club or Private use at ... \$22.00
Stop drinking rank, Smoky Stuff, because "it comes through the BODA."
Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavour.
Once tried, preferred to all others. Sole Agents for Hongkong:
2664 **F. BLACKHEAD & Co**

LANE, CRAWFORD & CO.
CARPETS! CARPETS!! CARPETS!!!
THE FINEST SELECTION OF
AXMINSTER, WILTON,
VELVET PILE &
BRUSSELS CARPETS.
EVER SEEN IN THE FAR EAST

AXMINSTER PARQUET SQUARES,
WOVEN IN ONE PIECE WITHOUT SEAM.

DURING JANUARY ALL CARPETS WILL BE MADE AND
FITTED "FREE OF CHARGE."

LANE, CRAWFORD & CO.
Hongkong, 20th December, 1905. [a36]

THE
LAHMEYER ELECTRICAL CO., LD.
LONDON.
THE
FELTEN & GUILLAUME-LAHMEYER WERKE
FRANKFURT A/M.

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Apply to— **SIEMSEN & CO., SOLE AGENTS FOR CHINA.** [a4a]

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A MONTHLY ILLUSTRATED MAGAZINE.

OPINIONS OF THE PRESS.

"... Everyone is bound to appreciate
the departure from the stereotyped canons
which this magazine promises... its
pages are bright without being shocking.
Its articles are crisp, original, and well
written, its illustrations are artistic and
enhance the value of the journal..."
—*Hongkong Daily Press*, 27th October,
1905.

"The praise which we gave to the first
number of the COSMOPOLITAN may
honestly be repeated in reference to the
second number... There is some-
thing very attractive in the unity
which pervades the magazine through
its being a one-man affair, and that one
man being such an acute student of
passing events and wielding such a
vigorous pen."—*N. C. Daily News*, 30th
October, 1905.

"... The many articles are well and
brilliantly written... there should be little
doubt of success..."—*Shanghai Times*,
20th September, 1905.

"... Though the language of the staff
is not English, the English of *The*
Cosmopolitan, idiomatically and gram-
matically, is irreproachable."—*China*
Gazette, 22nd September, 1905.

"... Among these are 'The Art of
Eating,' a witty and observant dis-
course on modern table manners... It is

certainly a heterogeneous collection of
wit and wisdom, but it is the ideal of
a Far Eastern magazine, for it will
sober the over-spirited or brighten the
gloomy, just as the spirit moves the
reader... Taken all together *The*
Cosmopolitan is brightly written,
up-to-date, and entirely interesting..."
—*Hongkong Telegraph*, 29th September,
1905.

"... Le champ d'observation de notre
magazine confrère est si vaste que nous
croyons qu'il n'y a pas de lui manquera
pas, et nous lui souhaitons tout le succès
désirable."—*L'Echo de Chine*, 20th
September, 1905.

"... quite a new feature in Far
Eastern journalism... the quality of the
letterpress is well worth the hand-
some setting... We have found a
good deal of sound common sense
in articles as well as no little fun and
humour... matters calculated to interest
not only the foreigner in Shanghai and
Chinese Treaty ports, but in Japan..."
—*Japan Chronicle*, 12th October, 1905.

"... It is a very promising publication.
The pictures are excellent... one
wonders how it is to be produced month after
month..."—*Japan Daily Mail*, 13th Octo-
ber, 1905.

In a few months the magazine will be written for subscribers only, and you
will not be able to buy single copies.
The Christmas Number will contain about 150 pages with nearly 100 illus-
trations and will cost \$2.00 to non-subscribers whereas subscribers will get
it at the usual price of \$1.00.

SUBSCRIPTION—\$6.00 for six months plus 50 cents postage. Sub-
scribers joining now may still get back numbers from September, but as we
have only 81 copies left for September and 52 for October it will be necessary
to apply at once to—

THE COSMOPOLITAN,

35, SZECHUEN ROAD, SHANGHAI.

Please note my name as a subscriber to the COSMOPOLITAN for 6 months
beginning from

Enclosed please find \$6.50.

Name of Subscriber

Address

Hongkong, 12th December, 1905. [a2803]

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ALL NEW GOODS IN STOCK.
A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.
Hongkong, 27th May, 1905. [a2665]

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BACK TO SUNNY SEAS, by F. T. Bullen ... 1.75	BLOCK, WITH ENGLISH AND
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EDITORIAL WILD CATS, by Mark Twain ... 1.75	AND BLACK, OPEN SIDES AND SPACE
WHAT FOODS FEED US, by E. Miles ... 0.80	FOR MEMORANDA ... 0.75
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HOW TO WRITE THE RADICALS, by J. Dyer Ball, New Edition ... 0.75	QUO VADIS CIGARETTES.
GRAVEN MIXTURE ... [a34]	THE YOST ROTARY DUPLICATOR.

USEFUL CHRISTMAS GIFTS.

CHRISTMAS & NEW YEAR CARDS of newest designs.
FILM OF PLATE CAMERAS fitted with "Ross," "Dallmeyer" & "Goers Lenses"
PLATES, PAPERS & CHEMICALS, absolutely fresh.
EASTMAN CELEBRATED KODAKS & FILMS.
WE IMPORT these goods, thus enabling us to offer them at rock-bottom prices. We
invite you to call and inspect our New 8 lock before making your Christmas and
New Year purchases elsewhere.

A. TACK & CO.

26, DES VŒUX ROAD, HONGKONG. [a6]

W. BREWER & CO.

23 & 25, QUEEN'S ROAD.

John Chinaman at Home, by Rev. Hardy \$5.00	NEW STOCK IN DOOR GAMES.
Captains all, by Jacobs ... 1.75	in Great Variety.
The Brighton Tragedy ... 1.75	INKSTANDS, DATE STANDS, CARD CASES,
How to Collect Books ... 5.00	WRITING CASES, LETTER CASES, PURSES,
How to Speak ... 1.75	FRAMES, &c.
Lee's Laws of Shipping and Insurance ... 11.00	SETS OF FRENCH CURVES.
Life of Matthew Arnold ... 2.50	BALL POINTED PENS.
Siege of Port Arthur ... 4.20	BOXES OF PAINTS.
First Aid to the Injured, by Cantlie ... 0.85	A Special New Selection of
Ships and Shipping ... 4.00	PLAIN AUTOGRAPH CHRISTMAS CARDS.
Donald's Engineers' Almanack ... 0.85	New this Year.
LARGE STOCK OF DIARIES BY LEADING PUBLISHERS.	A Very Fine Selection of
THE NEW YEAR VOLUMES.	JUVENILE BOOKS, FOR ALL AGES.
POST CARDS—VIEWS OF HONGKONG	New Stock of
50 Cents Per Dozen. [a35]	AYRES' TENNIS BALLS, 1906.

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ESTABLISHED 1815.

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" * *	16.75
WHISKY, PALL MALL -	20.00
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HONGKONG AGENTS. [a34]

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Provident Institutions of the United
Kingdom. Forms of application and all
information will be promptly afforded on
application to
DODWELL & CO., LD.
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[a1566-4]

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HONG KONG HOTEL

FIRST-CLASS AND UP-TO-DATE

Dining accommodation for 300 persons.
131 Bedrooms.
Elegantly Furnished Reception Rooms.
Private Bar and Billiard Rooms for Hotel
residents.
Hydraulic Lifts to each Floor.
Electric Lighting and Fans.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS
[a7] **H. HAYNES,**
Manager.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 24th July, 1905. [a2410]

CONNAUGHT HOTEL.

A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Lunch Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a4]

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA),
MACAO.

HAS been re-opened under European
management and most strict supervision
as to food cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days' rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong
One steamer (s.s. *Heungshan*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOAVISTA."
For Terms, apply
[a241] **THE MANAGER.**

VICTORIA HOTEL.

SHAMEN—CANTON.

On the British Concession.

MACAO HOTEL.

MACAO, CHINA.

In the Centre of the Praya Grande.

Both Hotels under experienced European
Management.

Every Comfort and Convenience for Residents
and Tourists.

[a298] **WM. FARMER,**
Proprietor.

SIEN TING.

SURGEON DENTIST.

No. 10, DAGUIAR STREET

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [2174]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN

SYSTEM OF DENTISTRY.

37, DES VŒUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th September, 1905. [2056]

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

CHAMPAGNE
DE
ST. MARCEAUX
& CO.

VINTAGE 1898 (Guaranteed).

VIN BRUT; AND VERY DRY

Per Case 1 doz. Quarts ... \$50
" 2 doz. Pints ... \$53

SOLE AGENTS—

A. S. WATSON & CO.,
LIMITED,

WINE MERCHANTS,

IMPORTERS, BOTTLEERS & BLENDERS

ALEXANDRA BUILDINGS,

NOTICE TO CORRESPONDENTS.

Our communications relating to the news column should be addressed to THE EDITOR, and should be accompanied by the name and address of the contributor. Correspondents must forward their names and addresses with communications addressed to the Editor. All letters for publication should be written on one side of the paper only. No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of JAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Our telegraphic address: Pines, Codes: A.B.C. 5th Ed. (Lieber's) P.O. Box, 83. Telephone No. 12

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 28TH, 1905.

If, as has been said, the central problem of the Transvaal is economic—the restoration and development of its main source of wealth, on which the progress of the rural districts and the general growth of population depend—then we shall be able to disentangle the vexed question of coolie labour from many of its embarrassing relatives, and be the sooner able to appreciate the importance of the news which was telegraphed to us the other day; that the new British Government proposes to stop at once the supply of coolie labour to South Africa. We need not then consider whether the Chinese emigrant makes a good or a bad bargain; and we can certainly dissociate the subject from any party question whatever. It becomes a purely national issue, not even international; for no one will admit that the supply of labour can be divorced from the supply of ore. From an authoritative account of the Witwatersrand beds, which since they were first worked in 1887 have produced a total of more than £126,000,000 worth of ore, we note that the ore is essentially of a low grade, averaging 42s. 11d. per ton, mixed at a working cost of 30s. 11d., which leaves 12s. per ton as net profit. The value is low as compared with the 140s. per ton of Kalgoorlie and the 205s. of Nevada, while, owing to the nature of the formation, the working expenses are higher than anywhere else in the world. The industry must of necessity be a

delicately organized one, with a narrow margin between success and failure. Hence the question of labour is all important, for however economical the management and elaborate the labour-saving appliances, a certain amount of human labour is indispensable. It is Chinese labour which has set agoing the wheels of industry, and other classes of labour have since come forward to help to keep them revolving. It is not that white men could not do the work (although that has been alleged) but because it seemed desirable to avoid the creation of a class of "mean whites" who would lower the prestige so essential to the holding of the land. The Attorney-General of the Transvaal, Sir RICHARD SOLOMON, has submitted figures, quoted by Mr. BALFOUR, which show that too much has been made of the criminality of Chinese labourers. The number of serious crimes following their advent was proportionately infinitesimal; the number of labourers who had committed offences entailing more than six months' imprisonment amounted only to the minute total of one-seventh of one per cent. In the matter of desertions the figure is still more microscopic, for on the day in September when the ATTORNEY-GENERAL spoke only 257 out of 45,000 coolies were absent—only eleven-eighths of one per cent. Of the absentees nearly half were found within five days. There are no figures available for the comparison, but it seems safe to say that under the KRUGER regime, desertion and crime among Kaffir labour would be much more in evidence, had there been political necessity for raking up and massing such evidence.

It appears, however, that the most important reason adduced for the threatened action is the alleged economic failure of the experiment. There were promises, perhaps too lavish, that white labour would benefit rather than suffer by the introduction of Chinese labour, as white labourers in old California undoubtedly benefited by it. The answer is that just as white labour was at first enabled to exist by the presence of Chinese labour in the Californian mining fields, so it has been lately at Johannesburg. On the resumption of industry after the war the white population flocked back to Johannesburg, not all, by any means, to engage in work belonging to the mines, but all without exception to engage in business which can only be carried on if the mines are in full working. Coloured labour was then defective, and if the shortage had not been made up, by Chinese as well as Kaffirs, it is pointed out that the white population would have had to go. They are able to stay because coloured labour on the mines has been largely increased. Of this increase, therefore, a large proportion must be reckoned as simply enabling the white men whom, in Lord MINTON'S words, "the mining industry provides with a livelihood indirectly," to subsist in Johannesburg. It must be written off, so to speak, against this white population; and only when that has been done can we begin to talk with any fairness or accuracy about comparing the increase in the coloured unskilled labour and the white skilled labour which is actually employed in the mines. Then the opponents of the experiment have seized upon the fact that the Transvaal revenue has been falling since the war. The Times answers them very plausibly, and we cannot do better than quote. "Customs duties and railway rates between them practically make up the revenue of the Transvaal. The reason why the revenue was higher immediately after the war than it is now was because Johannesburg was then heavily importing all the equipment needed for restarting industry, and this equipment consisted of articles paying both the duties and the rates. The reason why the revenue has fallen since is because the shops are full, and there is no longer the same import of dutiable articles. The question of a rise or fall in the white population has nothing whatever to do with this fall in the revenue." Company directors, if not only else—and after all they should know what they are talking about—have declared that the Transvaal is now prospering. The Chairman of the Consolidated Investment Company is reported to have spoken most optimistically to his constituents, and attributed the "all-round advance" to the presence of the Chinese. If a man convinced against his will be of the same opinion still, however, it is hopeless to convince the radical reformers against their convictions. If the Chinaman has to come home again, at the instance of his tender-hearted friends, it is almost certain they will get no gratitude from him in general.

The plague return on Dec. 23 stood at 30 4 cases and 286 deaths. There were two cases of small-pox and one of diphtheria.

On page 5 to-day appears the boycott contribution (omitted yesterday), local sport, some news items from India, and other matter.

The Earl and Countess of Leitrim are on their way to the Far East. They have booked by P. & O. steamer to Hongkong and are due here by the Arabia next month.

Thirty-six N.C.O.'s and men, one woman, and one child, Ceylon Mauritius Battalion, Royal Garrison Artillery, arrived on the 22nd instant per s.s. Dechuana from Colombo for posting to H.K.S.B.R.G.A.

A marriage has been arranged between Eric William, eldest son of Mr. W. W. Mann, of Ravenswood, Bexley, Kent, and Josephine Catherine (Kittie), only daughter of Sir Ewen Cameron, K.C.M.G., 41, Maresfield gardens, Hampstead.

Mr. Edm. Johansen has forwarded two pretty calendars for 1906. The embossed work, representative of mechanical industry, is decidedly artistic and both the date block and wall pocket calendar are certain to be appreciated by recipients.

The Civil Service Cricket Club have decided to be "At Home" on New Year's Day, and members and friends are assured of a good afternoon's sport beginning at 1.30. There will be a pick up cricket match for spoons, and a bowl's competition.

The novel "drawing" at Messrs. Gregor & Co's wine and spirit stores has taken place, and those who happened to make purchases on the 15th inst., the day indicated by the finger of chance, are notified that they are entitled to receive half of their purchase money back again.

A piece of crown land at Deep Water Bay, consisting of 19,600 square feet, was the subject of an auction at the Public Works Department yesterday afternoon when Messrs. Showna Tomes and Co., acquired the letting rights for \$980.

Return of visitors to the City Hall Library and Museum for the week ending the 24th December, 1905:—

	Library	Museum
Non-Chinese	287	110
Chinese	165	2,477
Total	452	2,587

Sir Mortimer Durand, the British Ambassador at Washington, has had an interview with reference to a claim for \$1,500,000 (\$300,000) damages made by the owners of the Manila-Dagupan Railway for the use of the line by the American military authorities during the Spanish-American war and the subsequent Philippine rising. The railway is owned by British subjects.

In the Dutch Second Chamber, on Nov. 23, during the debate on the East Indian Budget, Mr. Bos, as leader of the Liberal Democrats, made a strong defence of the open door policy, which he regarded as the best guarantee of the safety of Dutch interests in view of an eventual policy of expansion on the part of the Great Powers. Before the adjournment of the debate the Colonial Minister, Mr. Fock, read a telegram announcing that the Prince of Boni in the Celebes and his wife had been taken prisoners.

The Government has made known the proposed modifications in the Port of Antwerp Bill destined to meet the objections of a section of the Chamber. These include the appointment of a commission, composed of members of Parliament, and engineering experts, to examine the question of rectifying the course of the Scheldt, and the voting of various credits for reclamation. In the military portion of the scheme it is proposed to reduce the outlay from 108,000,000 fl. (\$4,320,000) to 63,000,000 fl. (\$2,520,000), the saving being mainly effected by suppressing the forts at Termonde and modifying the advance line of defence around Antwerp.

Sir Archibald Geikie anticipates another deluge. He delivered a lecture at Cambridge in connection with the newly-formed department of geography which he cordially recommended to the support of the university. His subject was the evolution of a landscape, and he said that the great fact which met the student of physical geography at every step was the universal decay of the surface of the land. This decay was so material, he declared, that even if the agents at work never increased in activity a comparatively short period would suffice to reduce most of the dry land to the level of the sea, and confront us with another deluge.

By kind permission of Lt. Col. Aitkin and Officers, the band of the 119th Infantry will play the following programme of music, at the King Edward Hotel during dinner, on Thursday the 28th Dec., 1905 (weather permitting):—

1. "The Egyptian Patrol" (Rossini)
2. "The Egyptian Patrol" (Rossini)
3. "The Egyptian Patrol" (Rossini)
4. "The Egyptian Patrol" (Rossini)
5. "The Egyptian Patrol" (Rossini)
6. "The Egyptian Patrol" (Rossini)
7. "The Egyptian Patrol" (Rossini)
8. "The Egyptian Patrol" (Rossini)
9. "The Egyptian Patrol" (Rossini)
10. "The Egyptian Patrol" (Rossini)

The 2nd Battalion Worcester Regiment, now in Ceylon, will, it is expected, replace the 2nd Battalion Queen's Own Royal West Kent Regiment at Hongkong. The 2nd Battalion of the gallant "Firms," of which Lieut. Colonel E. C. Ingouville-Williams, D.S.O., is the commanding officer, went from Bloemfontein to the land of "spicy breezes" last year. It served with distinction in the South African War.

Some months back an American named Ernest Horwitz was charged at Shanghai with forging a cheque for nearly Tls. 10,000 on the Hongkong and Shanghai Bank and cashing it through the Chartered Bank. He got away from Shanghai to Vladivostok and remained there until the recent rioting, when he proceeded to Japan and took passage by the H.M.S. Korea for America. News has now been received in Shanghai of the arrest of Horwitz in San Francisco.

Peking report says that French offers of capital for railway and mining purposes have recently been made, and suggestions thrown out that China having already accepted British loans in connection with a railway closely connected with Hongkong, and therefore much more dangerous than the American line would have been, she can well afford to accept assistance "where the only object aimed at is a higher rate of interest than is possible at home."

We hope China is not going to allow stupid misunderstandings with Japan. The Tokyo newspapers generally are aggrieved at the delay in the negotiations in Peking, and some of them urge the suspension of the negotiations. A wire to the N.-C. Daily News says the Kokumai, semi-official, while denying the pessimistic rumours, points out that if China ignores Japan's good will, she will lose her international status, but believes in China's good sense and in the early conclusion of the negotiations.

The Eastern World says that the Japanese Government has in contemplation the following plan for the establishment of a match monopoly; but will it improve the breed of matches? That the existing match manufacturers in the country, over 200 in number, be incorporated into one big company. That the new company be granted the sole right of manufacture and sale of matches. That the said privilege run for a term of 10 or 15 years. That some two million yen be paid to the Government for the privilege. In the furtherance of the above plan a project of law will probably be submitted to the forthcoming session of the Diet.

Bishop Ridley replies in the Times to Baron Suematsu's letter about missionary indiscretions. He claims that dignified protest to the Tokyo riots, but charitably allows it may be "a symptom of the great strain" through which the Japanese have been passing. His "careful analysis" of the protest ignores the Rev. Soper's admission; excuses the two foreign missionaries who invaded the Baron's garden because they were young, and therefore ignorant; forgets the English clergyman's insulting offer; corrects Baron Suematsu with regard to Japanese marriage law, and pardons Bishop Awdry's lapsus under the First Offenders' Act. Bishop Ridley reminds Japan how much she owes to missionaries; and chides Baron Suematsu for his irritation. We are afraid to comment.

Mr. Horace George Warren, formerly C.M.S. Missionary in Japan, settles the question of Japanese commercial honesty once and for all (in the Times). He says the isolated cases of Japanese honesty were due to bushido, which he forbears explaining; and goes on:—"Christian principles and the nobler Western ideals are beginning to permeate every rank and class, profession and occupation in Japan, and we may confidently look forward to the time when Japan will prove herself as truly great in commerce as she has shown herself great in diplomacy and war." There is a certain greatness about a Pharisee—an imperishable and monumental insolence—which compels admiration. Our respectful bow-ties are to Mr. Warren, formerly C.M.S. Missionary in Japan.

The following extract is taken from a Calcutta paper of the 5th inst.—Mr. Alce Marsh by counsel applied before the High Court to-day for leave to file a plaint against Miss Mildred Grain, musical accompanist, and Mr. Maurice Bandmann, theatrical manager, for Rs. 5,000 damages and also for an injunction restraining the lady from performing and assisting Mr. Bandmann. Mr. Marsh is a singer and teacher of singing and Miss Grain was in his employ as accompanist but, it was alleged, broke her agreement, and joined Mr. Bandmann's Opera Company as an accompanist, thereby causing Mr. Marsh serious loss and inconvenience. It was further alleged that Mr. Bandmann had wrongfully procured and induced the breach of Miss Grain's contract with Mr. Marsh, though he was aware of her being in Mr. Marsh's employ. The Court granted a rule, the plaint being returnable on Tuesday next, the 12th inst.

A COOLIE'S SUICIDE.

A coolie named Ha Hung, employed in a Marine store, committed suicide on Tuesday morning at 22 Wing On Street. When the coolie rose at 5 o'clock to prepare the morning meal he found Ha Hung hanging by a rope round his neck and fastened to a beam. With the assistance of two foks he cut the body down. Though it was warm, life was, however, extinct. It is suspected that deceased was worried by his debts.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE SITUATION IN SHANGHAI.

SHANGHAI, 27th December.
The British Assessor, Mr. Twyman, resumed his duties at the Mixed Court this morning with police in attendance but without any guard. Everything is now normal.

RUSSIA.

LONDON, 27th December.
The revolution in Moscow continues.
15,000 casualties are reported.

[REUTERS' SERVICE.]

JAPANESE NAVAL ATTACHE.

LONDON, 25th December.
M. Kaburaki, the Japanese Naval Attache, who is leaving England, has been received at Buckingham Palace and decorated with the Victoria Order, third class.

RUSSIA.

LONDON, 25th December.
Desperate fighting continues in the streets of Moscow; fusillades are continually exchanged, and all the central streets are barricaded; it is impossible to estimate the casualties.

THE COLLISION AT WOOSUNG.

THE "PEKIN" AND THE "FOYANG" DAMAGED.

The N.-C. Daily News of Dec. 21 gives the following account of the steamer collision recently reported in our telegraphic news:—In the early hours of yesterday morning a serious collision took place in the lower section of the river between two of the China Navigation Company's steamers—the Peking (Captain Sparkle) and the Foyang (Captain Bennett). The Peking was outward-bound for Hankow and the Foyang was arriving from Ningpo. The cause of the collision is as yet unexplained. The result was so serious to the Ningpo boat that she had to be beached on Black Point. She was cut down to and below the waterline on the starboard side, forward of the paddle box; the Poyang's stem cutting a huge hole in her side, reaching almost amidships.

The force of the impact brought down the Poyang's topmast, which snapped off just above the mainmast light, the broken spar falling on the boat-deck, splintering same and also the ceiling of stateroom No. 4 which fortunately was not occupied at the time. The vessel's stem was twisted, many frames being bent and broken and she also sustained a large hole in her port bow above the hawse-pipe; and a large gap in her bows below the guards and extending aft about six feet, shows where the Peking's guards were encountered. The injuries sustained by the Poyang all being well above the water line there was no necessity to beach her. She was fast alongside the Peking and took aboard about 800 passengers and their baggage, and stood by until two tugs were in attendance.

Captain Nelson, the Assistant Marine Superintendent of the Company was notified of the collision and proceeded to the scene of the disaster in the company's launch, which returning brought back the Poyang's two saloon passengers. There was an unfortunate fatality on the Peking, one Chinese being killed, but in spite of the large number of native passengers, and the imminent danger of sinking, excellent discipline was maintained. The Peking is to be temporarily repaired where she lies, and will then go into dock. The Poyang's repairs should be completed within a fortnight. She arrived at the C. N. S. wharves yesterday afternoon. The Shenghing was sent to Ningpo yesterday in the place of the Peking.

THE DISASTROUS FIRE IN GLASGOW.

The Times of Nov. 21 says:—Up to 10 o'clock last night the process of identifying the dead was continued. At that hour out of the 39 victims, 30 had been claimed. The inmates of the Royal Infirmary and Barnhill poor-houses injured in the fire are making fair progress. Mr. Motion, of the parish council, who clothed those who had the partial success of escaping from the burning building, and had them conveyed to Barnhill poor-house, states that, of the 128 men in this plight, 123 were supplied with other clothing yesterday morning and dismissed. Five of the men were detained, as their condition and circumstances warranted it. A few of the men expressed great dissatisfaction with the clothing they had been provided for them. Evidently they anticipated obtaining a complete outfit. The officials maintain that the men were supplied with much better clothing than they were before the disaster. Yesterday morning the parish council authorities had numerous applications for clothing, but on investigation it was found that the applicants had not been in the disaster.

So numerous were the requests for permission to view the bodies that queues had to be formed, and people were admitted in batches of 20. It was obvious, however, that many persons were impelled to visit the mortuary by motives of curiosity only. Yesterday afternoon the Procurator Fiscal issued instructions that relatives might remove the dead bodies of their friends for burial. Two only have been removed by relatives. The bodies will be buried to-morrow. The men who escaped are in a sad plight, and there is a proposal to raise a relief fund. They were housed last night in the police office, at the close of a Salvation Army demonstration last night in the City Hall adjoining the police office in which the bodies lie, the massed bands marched by playing the "Dead March" in the street, and the long string of people waiting to view the bodies was visibly touched. On all sides praise is awarded to the man Findlay for his gallant conduct in heading the rescue, and the services of a constable named James McCourtney are also highly spoken of. He brought down a man after man through the smoke and water. The disaster is to form the subject of a searching inquiry.

SUPREME COURT.

27th December.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

A CROSS-ACTION.
The case was concluded in which Ching Kwai Wan, trader, claimed from Leung Wai Ting, alias Chin Chin Tong, the sum of \$90, being balance due on account of medicine pills sold and delivered.

In the cross-action the previous defendant claimed from the plaintiff the sum of \$50, money lent.

Mr. F. X. d'Almeida Castro represented the plaintiff in the first action and the defendant in the second, while Mr. R. A. Harding appeared for the defendant in the first and the plaintiff in the second.

In giving judgment his Lordship said the two stories told him were absolutely irreconcilable. Both were made up with the greatest care, but one of them was wrong. Ching Kwai Wan's story was that he sold a box of pills for \$140, received \$50 on account, and was now claiming for the balance of \$90. The receipt he gave for the \$50 was on account of pills. Leung Wai Ting's story was that he, or somebody else, brought \$200 from Canton for the purchase of arms to take into the interior of China, to be used, his Lordship presumed, against the authorities. Wai Ting said that after a time the transactions for through and he came to Hongkong to reclaim the \$200. He was then told that \$100 had been paid back; later another \$50 was paid, leaving \$50 due for which the plaintiff was suing. Of the two stories one was a pure fabrication, and his trouble was to say which was. Both as they stood were equally possible, but were there any outside circumstances to make the leaning one way or the other? He did not think the plaintiff in the cross-action came here to talk about rifles without there being something in it. With regard to the pill story he was against it. If the defendant paid for pills the receipt would have said something about it, but it was for money. That was in favour of the rifle story, and judgment would therefore be for the plaintiff, Leung Wai Ting, with costs.

POLICE COURT.

Wednesday, 27th December.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

ASSERTING HIS RIGHTS.

Joseph A. Bowen, a man of colour, was charged with doing bodily harm to John Mooney at a dwelling place at T'lyan Reservoir. Both men were cross-examined at the works there, and defendant alleged that the other man interfered when he was chastising his wife. Bowen was remanded till to-morrow.

OIL FOR HIS REVOLVER.

A native on board from the Macao steamboat was found by the police carrying a revolver in his belt, and when brought before the magistrate explained that he had brought it here in order to have it oiled. He was remanded pending further inquiries.

ROBBERY.

Chan Tung, a maid servant, was remanded on a charge of stealing articles to the value of over \$400 from 93 Hollywood Road on Christmas Day, as were also a man and another man on a charge of receiving the articles knowing them to have been stolen.

THE FATALITY AT THE NAVAL YARD EXTENSION.

INQUIRY AT THE MAGISTRACY.

An inquiry was conducted by Mr. F. A. Hazeland and a jury at the Magistracy yesterday afternoon into the circumstances attending the death of Lo Fo Kin, a Chinese employee at the Navalyard Extension, who was killed on 12th December. The jury were: Sir C. P. Charter, Messrs. G. Gittins and H. W. Fraser. Arthur John Williams, chief agent of Messrs. Pouchard, Lowther and Co., the contractors for the Navalyard Extension, described the operation of the crane in question which caused the death of the man. It was a three ton hand timber crane, with a jib about 45 feet long, and was usually worked by a gang of six coolies, three on each of the two handles to the driving shaft. His opinion, from the information he received, was that the jib had been lowered too rapidly and the brakeman had lost control of the brake. The jib fell on the wall and broke, the broken part striking deceased on the head as he came up the steps. He concluded that the brakeman must have lost his head. All the six men working the crane immediately ran away and had not since been found.

By Inspector Warnock—It did not, in his opinion, require an experienced man to work the crane.

Dr. Hunter said he examined the body of the deceased the day after the accident and found death to be due to multiple injuries, the principal one being a fracture of the skull.

John C. Ritchie, foreman mason, spoke to giving instructions to the coolies working on the crane to pick a stone up. He was of opinion that the six coolies engaged that morning were capable of working the crane.

Inspector Warnock said there were no witnesses who saw the accident, and the jury agreed that there was no need to hear other witnesses.

A verdict of death by misadventure was returned.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on the 27th December at the Board Room. The Hon. Dr. F. Clark (president) presided, and there were also present: Dr. W. W. Pearce, M.O.H., Dr. Macfarlane, Mr. F. J. Baddeley, Mr. H. E. Pollock, Major Josling, Hon. Mr. A. W. Brown, Hon. Mr. W. Chatham, Mr. Fung Wa Chiu, Mr. Lau Chu Pak, Mr. A. Rumjahn and Mr. G. A. Woodcock (secretary).

RESIGNATIONS.

Mr. POLLOCK said he had an announcement which he made with some regret. It was that that would be the last meeting at which he would have the pleasure of sitting at that board. His experience during the past nearly three years at that board had been a very pleasant one and he had learned a great many things which were useful to him and which he hoped would be of profit to him on the Council on which he was shortly to take his place. He would only say in conclusion that he desired to express his sense of the very great courtesy which he had at all times received from the members of this Board (applause).

Mr. RUMJAHN said he also had an announcement to make. That was the last meeting of the Board he would attend and following Mr. Pollock he had determined to send in his resignation. He did so with regret. It had always been a pleasant duty to give his time to the service of the public, and he thanked the members for the courtesy they had always shown him. He had had many pleasant times with them, and it was with regret he resigned his position.

The CHAIRMAN said he was sure he was expressing the feelings of the members when he said how extremely sorry they were to lose Mr. Pollock and Mr. Rumjahn. They had been towers of strength to the Board in many cases of difficulty, and they could hardly hope that as good men would take their places. In the case of Mr. Pollock they knew of his promotion and that they did not begrudge him. They knew a busy professional man could not spare time to attend many of their meetings. Although their work did not bulk largely in the public eye—it was done behind the scenes, in committee and by circulating papers—there was no question that to do the work a member of the Board must devote very much more time than could be spared by a busy professional man.

QUESTIONS.

Mr. FUNG WA CHIU, pursuant to notice of motion, asked the following questions:—(1) What is the reason for the present scarcity of lymph in the Colony, and when will there be a sufficient supply? (2) Why, since the introduction of the rider-main system, have the occupiers of upper floors not been getting sufficient water for potable purposes.

The CHAIRMAN said—in reply to the first question I may say that the temporary scarcity of lymph in the colony is due to the fact that sufficient number of buffalo calves cannot be obtained. Butchers say they are not allowed to export buffalo calves from China. Every effort is being made to obtain a sufficient supply from the New Territory, and if these efforts fail a supply to meet all demands will be purchased from Saigon and Shanghai. In reply to the second question he stated:—The rider-main system is under the control of the Director of Public Works and I am unable therefore to answer the question but if you will furnish him with specific instances of a deficiency of water on upper floors due to this system every effort will, I am sure, be made to remedy the defect.

INSUFFICIENT WINDOW AREA.

The owner of house No. 35 Wanchai Road applied for exemption from providing the rooms on the first and second floors with additional window area as required by the Board's notice. He said the house was a Chinese mansion, and in addition to the front windows had windows leading into the yard and side lanes. It was only occupied by a small family, and any alteration would spoil its original design.

The Hon. REGISTRAR-GENERAL inquired:—Is this a private house? If so it should be treated more leniently than one let out in tenements.

The M.O.H. inquired:—Since the application came in the owner has made some alterations whereby two front rooms on the ground floor have sufficient window area. There remain certain other rooms which have too little window area; these windows are, as regards the front rooms, of ornamental design. I suggest the following:—Pass the three front rooms on the first floor. Allow the rooms at the rear of the yard to be occupied only if the owner will throw them all into one. Pass the three front rooms of the second floor: the central rear room should be lit by a skylight, and the two small rooms at the west side of the central room should have their windows enlarged. All the other rooms in the house should be used only as stores, etc., not for sleeping in.

CHINESE FOODS AND MEDICINES.

The proprietor of No. 1 Queen's Road West applied for permission to sell meat other than that sold at a public market.

Mr. RUMJAHN inquired:—I think a licence for the sale of venison should be granted.

Mr. POLLOCK inquired:—I have never seen dog and cat meat sold publicly here yet. It is not common food amongst the Chinese. If the veterinary surgeon does not recommend the issue of a licence for selling venison the applicant should be so informed. But I see no objection, as I understand no venison is sold in the western or Sai Ying Pun markets.

The VETERINARY SURGEON in a minute said:—I think venison is an article of food usually sold in a public market. During the

winter season deer are regularly sold in the central market. With regard to the sale of dog, cat and badger meat, etc., I would suggest that a licence be issued to him for meat "other than that sold in a public market." There is a demand for these dainties which are not in themselves unwholesome and it would be better that the sale of them be conducted in an open and above-board manner. At the present time they are smuggled.

The Hon. REGISTRAR-GENERAL asked:—Are deer and badger or cats articles of food usually sold in a public market? Should this man apply for a licence?

The M.O.H. inquired:—I should think that very little venison or cat flesh is sold here at all, but if this man is going to make a habit of selling these articles it would be preferable to compel him to be licensed.

The VETERINARY SURGEON reported:—Deer are regularly sold in the central market. Badger I have not seen sold; cat is often sold, the most common place being up in the neighbourhood of the Chinese recreation ground. I am told, however, that cat is not sold so much as a food as a thing in the nature of medicine. It would be better, I think, to have the applicant in some way licensed, though I do not think for the sale of badger or cat there is any provision made in Ordinance I. of 1903. Cats, snakes, porcupines, dogs, etc., are all used in much the same way, each good for some particular sickness. Provided the shop is used only for the sale of these articles I think the man might be allowed to sell under a licence and no fee exacted.

The application was granted.

SHANGHAI AND HONGKONG DYEING AND CLEANING CO.

The third general meeting of the Shanghai and Hongkong Dyeing and Cleaning Co., Ltd., was held at the premises of the National Bank of China, Ltd. Mr. G. C. Moxon presided yesterday afternoon, when the others present were:—Messrs. J. F. Wright, E. D. Haskell and Chui Ki Pan.

The CHAIRMAN said:—The report and accounts having now been in your hands for some days I will with your permission, take them as read. It is with much regret I have again to lay before you a balance sheet showing a loss on working account. We have, however, suffered a great deal from unavoidable misfortune during the past year. Our British superintendent and our British foreman both died suddenly in the summer and their deaths involved the works in considerable loss both directly and indirectly. They were both excellent workmen and from every point of view their loss was to be greatly deplored.

With regard to the future I think I may say that after an exhaustive trial it has been fully demonstrated that what I would term the garment or domestic trade does not pay us if unsupported by other work. There is not enough of it to allow us to work at a profit. Could we obtain more work without sensibly increasing our standard charges I do not think there is any doubt but that we could run at a profit. With this point in view your Directors have decided to make a new departure and to seek an enlarged field in the dyeing and finishing of piece goods—silk and cotton. The necessary machinery has been imported and installed and is at this moment, I hope, actually working; my last communication from the works advised that all was ready to commence. Signs are not lacking that there is scope for a large trade in this piece goods business, and I trust that the next report may bear out the hopes of your management and may reward your disappointment in the past. The figures now before you will show you that we have been forced to borrow considerably in order to meet the loss we have sustained in course of working and to provide the works with the staff and machinery necessary to give them the opportunity to continue with reasonable hope of success. I think there is nothing I can usefully add. I shall be pleased to answer any questions that may be put.

There were no questions and the report was adopted, while the confirmation of Yuen Sing's appointment to the directorate was carried on the motion of Mr. Moxon, seconded by Mr. Haskell.

There was no other business.

CHINA'S RESERVE OF WEALTH.

A report just issued by the Foreign Office (Miscellaneous Series, No. 641) contains an interesting and very illuminating study of land taxation in the Chinese provinces of Honan by Mr. George Jamieson, formerly Consul-General at Shanghai. Hitherto it has been impossible to make any accurate estimate of the actual yield of the tax in comparison with the sums returned by the provincial officials as received, but materials for the purpose are now available for the province of Honan in consequence of the extensive purchase of land permitted to the Peking Syndicate in virtue of the mining concessions which it secured in 1898. On examining the taxation accounts connected with the lands of the syndicate and applying similar standards to the entire province, Mr. Jamieson shows that the yield of the land tax for the province must be at least 12,942,200 taels (£1,941,330), of which the provincial authorities return only 2,860,000 taels (£420,000) as actually received, leaving some 9,000,000 taels (£1,350,000) in their hands somewhere. This calculation, however, is based on the returns of cultivated land recorded in the year 1819. Allowing for the probable increase in the area of land, the astonishing conclusion is drawn that the sum actually levied from the people of this province alone would be well over 25,000,000 taels (£4,200,000), a sum not far short of what is now returned by the provincial authorities for the whole of the Empire of China. Mr. Jamieson estimates that the total amount levied from the Chinese nation as land tax amounts to 451,000,000 taels (£67,650,000), so that "there should be 47,000,000 taels (£6,900,000) forthcoming for imperial purposes, and yet a very large sum left over for costs of administration and other provincial purposes." The issue of the whole matter, according to Mr. Jamieson, is that China is far from being in a bankrupt condition and that she possesses an enormous reserve of wealth which may be drawn upon for useful purposes if the Chinese Government are capable of discerning the object-lesson now before their eyes.

THE LOSS OF THE "HILDA."

The full details of the loss of the London and South-Western steamer *Hilda*, which foundered off St. Malo with the loss of all on board except five passengers and one seaman at 10 o'clock on Nov. 18, were not ready when the mail left. The latest returns issued by the company at Southampton showed that approximately 128 lives had been lost, those on board including 85 crewmen, 21 cabin passengers, and 22 crew—a total of 134, six of whom survived.

A Southampton correspondent stated that Southampton was in mourning on Nov. 20, and flags at half-mast met the eye everywhere. The wreck of a steamer such as the *Hilda* comes home very closely to the inhabitants of a seaport town, and in this case the officers of the ship and all the crew were old residents. The able seaman Ginter, who was the only member of the crew rescued, was next to Captain Gregory, the oldest member of the ship's company. Ginter has been in the service of the South-Western Company for many years. He was on board the *Hilda* when she was run into by a Transatlantic liner in the Channel, and he was one of the crew of the *Hilda* when she came into collision with the *Gambian Princess* off the Nab Lightship two or three years ago and 11 lives were lost. The *Hilda* must have encountered a terrific snowstorm when nearing the French coast, for the American liner *St. Louis*, going across from Cherbourg, had a particularly rough passage; the high seas broke over the vessel frequently. The captain, who composed the major portion of the passengers, had concluded a good season, and before they embarked they celebrated their homing in merrymaking. The Bretons were stowed away amidships, and the probability is that the majority of the men went down with the ship without gaining the deck. The officials of the South-Western Company did all in their power to assuage the grief of the relatives, and the local agent of the Shipwrecked Mariners' Society notified that the society would gladly relieve the immediate wants of any of the widows and families of the crew of the *Hilda* left destitute.

At the Southampton Police Court on Nov. 20 the mayor said the whole of the town had heard with the deepest sorrow of the foundering of the *Hilda*.

At telegram to the *Temps* from St. Malo said that the obscurity that reigned on the sea was certainly the cause of the catastrophe to the *Hilda*. Captain Gregory, not perceiving the lights of the Jardin lighthouse which marks the shoals of St. Malo, continued to advance and ran upon the Pontec rocks. The boilers probably exploded immediately and the ship was broken in three places, the majority of the passengers being drowned in the cabins. The second mate, whose body was taken to St. Malo, had his lifebelt on his arm. He was frozen to death attached to the rigging. One of the *Hilda's* boats, which must have contained the 15 persons whose bodies were washed up on the shore, stranded near St. Cast. Fifty-one bodies were found on the 20th.

The six survivors of the disaster were noticed that morning clinging to the mast of the wrecked vessel, by the captain of the *Aida*. He at once launched a boat, which succeeded in reaching the wreck and bringing off the six men. Four other men, who appeared to be still clinging to the mast, were found to have perished from cold, and it was the grip of limbs numbed in death that held them to the mast. The torpedo-boat destroyer *Lancier* took to St. Malo the body of Captain Gregory, the commander of the *Hilda*. The body, which was covered with the *Triolite*, was placed on board the destroyer at St. Cast, full honours being rendered by the crew.

The six survivors were making satisfactory progress towards recovery. From accounts which they have given of the disaster it appears that the *Hilda* struck at 10 o'clock on Nov. 18 in the middle of a violent squall of wind, accompanied by driving snow, a few hundred yards away from the powerful Jardin light, which could not be seen. The vessel was proceeding slowly when she struck. Half her keel remained wedged in the rocks and the rest of the vessel broke off and sank. A large number of the passengers were killed by being dashed against the rocks.

A TEMPERANCE SPLIT.

A new temperance organization, called the Temperance Legislation League, was born on Nov. 20, at the Caxton-hall, where a conference on temperance reform was convened by the National Temperance Manifesto Committee. A number of well-known temperance reformers were present, and the chair was taken by Lord Peel who made an introductory speech. Then the policy of the new league was set forth by Mr. Whitaker, M.P., who pointed out that they were not there to discuss amendment. Preliminary Barker observed with considerable force that they had been invited to a conference, and evidently resented the autocratic method of presenting a cut-and-dried programme and then rushing the meeting into accepting it as stood. After doubting the wisdom of forming a new association, stating that in his belief it would only accentuate the differences among temperance reformers, and saying that they were mentioned by him as existing organizations, he with some other gentlemen left the room. Lord Aberdeen mildly deprecated the procedure which had so promptly brought about this untoward result, and hoped that the executive would do what they could to mitigate and feelings that might have been aroused by giving due attention to any suggestions that might be made to them. At the same time he felt it was useless to endeavour by compromise to please two sections. Mr. Whitaker's programme was then carried, officials were appointed with Lord Peel as president, and the new league was started with 2670 in its pocket. It cannot be said to be an altogether auspicious start, nor does the policy of the new league entirely justify the claim that it is the only definite constructive policy of temperance reform before the country. The older temperance organizations may very well complain that the new one has only stolen their thunder. There is nothing whatever in the new policy which has not already been adopted by one or more sections of temperance reformers. It is in fact, a policy of elegant extracts from existing programmes—giving, however, the go-by completely to Local Option, Sir Wilfrid Lawson's pet panacea. Like its predecessors the new policy aims at a royal road to temperance through hostility to the people who sell drink, and inconvenience to those who want to drink. We have had so many experiments of that kind that there really is no room for another. It would have been a welcome novelty if the new league had devised some effective means of going to the root of the matter by converting men from the desire to drink to excess. There is a wide field lying untill, but to cultivate it needs sustained personal effort upon a large scale conducted with intelligence. It is seductively easy to think that labour and to play with leagues and organizations.—Times.

THE GERMAN IMPERIAL FINANCES.

NEW METHODS OF TAXATION.

A semi-official statement was published in Berlin on Nov. 23, regarding the methods by which it is proposed to raise the balance of 120 to 130 million marks (£5,000,000 to £5,500,000) of necessary additional revenue unprovided by the contemplated increase in the duties on beer and tobacco, as explained in my last despatch on this subject. First of all it is proposed to raise the sum of 41 million marks (£2,050,000) from a stamp duty upon bills of freight and bills of lading for inland navigation; and for railway traffic. Secondly, the provision of 12 million marks (£600,000) is anticipated from the imposition of a stamp duty upon railway and steamboat tickets, but the duty will not apply to sea-going traffic in order that this traffic may not be handicapped against foreign competition. The scale of duties will range from 5pf. to 40pf.—i.e., from about one-halfpenny to fourpence three-farthings—according to the class of the ticket. No ticket will be dutiable which costs less than two marks, and the result of this restriction will be to make fourth-class railway tickets free of duty for a distance of 100 kilometres and third-class tickets free of duty for a distance of 67 kilometres.

Further, it is proposed to raise something like 3,500,000 marks (£175,000) by imposing an annual tax of 100 to 150 marks (£5 to £7 10s.) on motor-cars, according to their size, and a duty, the amount of which is not stated but which will vary in accordance with the horse power. Motor cars, motor omnibuses, and motor carriages for the conveyance of goods will be exempted. The hope is expressed that the motor-car industry will not be prejudicially affected by the new tax, which is expected to fall principally upon the well-to-do section of the community.

Another 16 million marks (£800,000) are expected from the contemplated imposition of a receipt stamp duty of ten pfennigs (nearly 1d.) upon receipts for amounts over 20 marks (£2). A variety of receipts, such as those for payments connected with the savings banks and the wages of the working classes, will be exempted.

There remain some 50 million marks (£2,500,000) which it is proposed to raise by the introduction of Imperial death duties. These will be imposed upon inheritances on a scale ranging from 4 to 20 per cent. in accordance with the degree of kindred of the heir and the value of the inheritance. Inheritances under 300 marks (£15) will be exempt from duty, and the lowest tax in the scale will be imposed upon inheritances up to 50,000 marks (£2,500). After that point the duty will be doubled, and the highest tax will be imposed upon inheritances exceeding 500,000 marks (£25,000) in value. When the heirs are the children, or the husband or wife of the testator, the inheritance remains free of duty. It is anticipated that this tax will yield some 50 million marks (£2,500,000), but at least one-third of the proceeds will be reserved for the Federated States in order to compensate them for the State death duties, since they will now surrender this source of income in favour of the Empire. Apart from this restriction, the amount of the proceeds of the death duties which will be appropriated by the Empire is determined from year to year by the annual Finance Bill in connection with the estimates. The amount of the appropriation will be decided in accordance with the necessities of the Budget after other available sources of revenue have been exhausted. Among such available sources of revenue the matricular contributions of the Federated States will continue to be reckoned, but they must not in future exceed in amount the repayments which the States receive from the Empire.

COMPANY DIRECTORS' COMBINATION.

The second annual dinner of the Institute of Directors was held at the Whitehall Rooms on Nov. 22.

Lord Dunsborough, in proposing "The Institute of Directors," congratulated the executive committee and the secretary on the success that had so far attended their efforts. He was informed that the charter had been applied for, and if as he supposed it would be obtained, could not fail to add lustre to what was already a great gathering. It seemed to him that an institute of this kind must become a body of great importance. They had in their president a gentleman of exceptional business talents and of the highest integrity. (Cheers.) One of the greatest difficulties that directors, particularly those of railways and of other big institutions had to deal with the question of the increase of rates. They had, as directors, no representation. Their money was spent for them by the directors, and very often they had to make excuses to their shareholders for a decrease in the dividend when the fact was that their profits had been drawn upon to pay for the increased rates. If directors of great public companies became better acquainted with one another it could not fail to be of advantage to themselves and to the community, as a whole.

The Chairman, in reply, said he believed that the tone of the commercial morality of the country was very high. They began from time to time to get about the morality of the City. No management, however careful and able it might be, would, in all the circumstances of commerce, prevent misfortunes from happening in some cases, but he thought they would agree with him that when there was any particularly flagrant instance of maladministration, or anything approaching to commercial scandal, it was generally found that there was not upon the board any of the well-known names in the commercial world; there were no names of bankers or of men of business, but they found the names of a certain number of designing speculators, and when a disaster came people said, "Look at the morality of the City." That appeared to him to be an unfounded and unfair accusation. Men of business stood higher now in the general estimation than was formerly the case. 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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Bindings, &c., should be addressed to the Editor, and sent by post, and special business matters by hand.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS

FOR SALE.

REMINGTON TYPEWRITERS; new and in good condition. Bargain prices. Apply to—

H. RUTTONJEE,
No. 5, D'Almeida Street.
Hongkong, 28th December, 1905. [2910]

NEW YEAR HOLIDAY.

IN accordance with the provisions of Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 1st January, 1906.
Hongkong, 28th December, 1905. [2911]

SITUATION WANTED.

A PORTUGUESE with long experience of Bookkeeping and General Mercantile work seeks a SITUATION in Hongkong or coast port as a Bookkeeper, Assistant Bookkeeper or General Clerk. Salary no object.
Apply by letter— "ASSISTANT"
Care of "Daily Press" Office.
Hongkong, 28th December, 1905. [2912]

PUBLIC AUCTION.

THE Undersigned have received instructions from the Director of Public Works to sell by Public Auction, on SATURDAY, the 30th December, 1905, at 11 a.m., at the Praya Reclamation Office, near the Queen's Statue,

SUNDRY OFFICE FURNITURE, SURVEYING AND DRAWING INSTRUMENTS, &c., &c., &c.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 28th December, 1905. [2913]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship
"HAICHING,"
Captain A. E. Hodgins, will be despatched for the above ports TO-MORROW, the 29th inst., at 10 a.m.

For Freight or Passage, apply to
DOUGLAS LARPAK & CO.,
General Managers.
Hongkong, 28th December, 1905. [2914]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
"HANTAN,"
Captain J. S. Roca, will be despatched for the above ports on SATURDAY, the 30th inst., at 3 p.m.

For Freight or Passage, apply to
DOUGLAS LARPAK & CO.,
General Managers.
Hongkong, 28th December, 1905. [2915]

JAVA-CHINA-JAPAN L.I.N.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAJA & MACASSAR (taking cargo to all ports in Netherlands India on through Bill of Lading).

THE Steamship
"TJIMAHL,"
Captain Brouwers, will be despatched for the above ports on or about the 12th January.

For information as to Freight and Passage, apply to the
Head Agent of the
JAVA-CHINA-JAPAN L.I.N.
(York Buildings, 1st Floor).
Hongkong, 28th December, 1905. [2916]

"GLEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship
"GLEN,"
Captain R. Webster, will be despatched for the above ports on or about TUESDAY, the 16th January.

For Freight or Passage, apply to
McGREGOR BROS. & GOW,
Agents.
Hongkong, 28th December, 1905. [2917]

FOR SHANGHAI.
(Taking Cargo at Through Rates to Tsingtau and Chemulpo.)

THE Steamship
"KNIVSBERG,"
Captain H. Lorentzen, will be despatched for the above port on SATURDAY, the 30th inst., at 4 p.m.

For Freight apply to
SIEMSEN & CO.,
Agents.
Hongkong, 27th December, 1905. [2909]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship
"NAMSANG,"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 29th inst. will be landed at consignee's risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 27th December, 1905. [18]

NEW ADVERTISEMENT

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED

CONSIGNEES per Company's Steamer

"TELEMACHUS,"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 27th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m. on the 29th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 3rd January, or they will not be recognised. No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 27th December, 1905. [9-10]

INTIMATIONS

NOTICE.

BY KIND PERMISSION of COMMODORE WILLIAMS, R.N., a SPECIAL GENERAL MEETING of the Members of U.S.R. CLUB will be held at the Commodore's Office, H.M.'s Dockyard, TO-MORROW (FRIDAY), December 29th, at 5 p.m. punctually.

A circular will be issued before the Meeting to all Members as for as possible, showing the business to be transacted.

It is particularly requested that all Members will attend who possibly can as there is important business to be laid before the Meeting. Commodore WILLIAMS, R.N., has kindly consented to take the Chair.

A. E. ALKEN,
Hon. Sec. U.S.R.C.
Hongkong, 27th December, 1905. [2905]

THE HONGKONG ST. ANDREW'S SOCIETY.

A SCOTCH CONCERT, to celebrate the anniversary of the birth of Robert Burns, will be held in ST. GEORGE'S HALL, CITY HALL, on SATURDAY, 27th January, 1906, at 9.15 p.m.

Seats may be reserved at the ROBINSON PIANO Co., Ltd.
W. ARMSTRONG,
Hon. Secretary.
Hongkong, 23rd December, 1905. [2904]

CHINA NAVIGATION CO., LTD.

"YUNNAN,"
Sailed from Hongkong 1st July, 1905,
GENERAL AVERAGE.

ALL Claims to be included in the above GENERAL AVERAGE must be sent in to the undersigned before 6th JANUARY, 1906, otherwise they will not be recognised.
BUTTERFIELD & SWIRE,
Agents.
China Navigation Co., Ltd.
Hongkong, 23rd December, 1905. [2901]

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

I HAVE this day APPOINTED Messrs. SHEWAN, TOMES & CO. GENERAL MANAGERS for Hongkong for the above Society, in the place of Mr. F. KIENE, whose engagement has been terminated.

J. T. HAMILTON,
General Manager for the East.
Hongkong, 15th November, 1905. [2973]

OCEAN ACCIDENT AND GUARANTEE CORPORATION, LTD.

HEAD OFFICE: MOORATE STREET, LONDON

I HAVE this day APPOINTED Messrs. SHEWAN, TOMES & CO. AGENTS for the above Corporation, in place of Mr. F. KIENE, whose engagement has been terminated.

J. T. HAMILTON,
Manager for the East.
Hongkong, 15th November, 1905. [2974]

WEL-HAI-WEI SCHOOL.

EDUCATION for the sons of Europeans under qualified and experienced Masters. MAGNIFICENT CLIMATE. NEW SCHOOL HOUSE in an excellent position by the sea. RECREATIONS—Cricket, Football, Sea Bathing, Boating, etc. School re-opens February 6th.

HERBERT L. BEER, L.C.P.,
Head Master.
Hongkong, 15th December, 1905. [2832]

RUINART PERE & FILS, REIMS.

Established 1719,
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality Extra Dry (Green Seal).
LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 17th May, 1905. [122]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1905. [53]

CARTRIDGES.

IMPORTED EVERY MONTH. THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE and KNOCK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 55SG. AIR GUNS and AMMUNITION in Variety.
W. M. SCHMIDT & CO.
Hongkong, 23th November, 1902. [2349]

DAVID CORSE & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX BELLIANCE CROWN TARPULING ARNHOLD, KARBURG & CO.
Sole Agents.
Hongkong, 27th December, 1905. [18]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on TO-DAY (THURSDAY), the 28th December, 1905, at 2.30 p.m., at his

SALES ROOMS, Queen's Road, SUNDRY HOUSEHOLD FURNITURE, BLACKWOOD PIANO CABINET, DRAWING ROOM SUITES, CROCKERY, GLASS AND PLATED WARE, PIANO, ONE GUN, A FEW PERSIAN RUGS, &c.

TERMS OF SALE—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 27th December, 1905. [2907]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, for account of the concerned, on TO-DAY (THURSDAY), the 28th December, 1905, at 2.30 p.m., at No. 5, "Fairview," Robinson Road, Kowloon,

THE WHOLE OF THE HOUSEHOLD FURNITURE (Particulars from Catalogue).
TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 25th December, 1905. [2907]

PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the undersigned CERTIFICATES Nos. N.S. 1653/1664 dated Shanghai 17th July, 1900, for FOUR HUNDRED AND THREE SHARES of this Bank registered at the SHANGHAI BRANCH in the name of TONG SHOU PANG (now deceased) have been LOST and should these certificates not be produced before the 29th day of December, 1905, NEW CERTIFICATES for the Shares will be issued by the SHANGHAI BRANCH and the aforesaid Certificates Nos. N.S. 1653/1664 will be thereafter treated by this Corporation as NULL and VOID.

No. N.S. 1653 for 50 Shares numbered 49728/37, 32582/91, 25610/42, 29863/69, 15261 and 46398/326.

No. N.S. 1654 for 50 Shares numbered 38856/75, 68003/17, 69083/32 and 6341/118.

No. N.S. 1655 for 40 Shares numbered 8535/43, 65846/50, 25872/86 and 60293/97.

No. N.S. 1656 for 50 Shares numbered 52936/82 and 25592/54.

No. N.S. 1657 for 25 Shares numbered 37075/69, No. N.S. 1658 for 25 Shares numbered 47623/27, 10328/37 and 22009/15.

No. N.S. 1659 for 25 Shares numbered 47012/11, 10348/62 and 65679/83.

No. N.S. 1660 for 25 Shares numbered 110521/45, No. N.S. 1661 for 25 Shares numbered 19631/40 and 7581/95.

No. N.S. 1662 for 35 Shares numbered 21637/42, 20599/603, 69316/23, 66676/33 and 63922/24.

No. N.S. 1663 for 25 Shares numbered 53238/42, 53449/18 and 23474/83.

No. N.S. 1664 for 25 Shares numbered 65533, 47883/87, 40330/32, 1931/307, 30733/37, 65737/58, 67489/91, 68100 and 68412.

403 Shares.
By Order of the Court of Directors.
J. R. M. SMITH,
Chief Manager.
Hongkong, 30th November, 1905. [2693]

UNION INSURANCE SOCIETY OF CANON, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the UNION INSURANCE SOCIETY OF CANON, LIMITED, will be held at the Registered Office of the Society, No. 1, QUEEN'S BUILDINGS, Victoria, in the Colony of Hongkong, on THURSDAY, the 4th day of JANUARY, 1906, at 11.30 o'clock in the FORENOON, when the subject of the resolution which was passed at the Extraordinary General Meeting of the Company held on the 2nd December, 1905, will be submitted for confirmation as a special resolution.

That the Capital of the Society be increased to \$3,100,000 by the creation of 2,400 additional ordinary shares of \$250 each (whereof \$100 shall be credited as paid up) ranking for dividend and in all other respects pari passu with the existing ordinary shares of the Society; and that the said additional shares, so far as shall be necessary for the purposes, be issued to those shareholders of the Society who have accepted or shall accept the Society's offer made to them on the 25th August, 1905, such issue being in accordance with the terms of a contract or memorandum in writing made or to be made pursuant to the said offer and to be filed with the Registrar of Companies; and that the balance, if any, of the said additional shares be disposed of by the Board in such manner as it shall think most beneficial to the Society.

Dated the 24th day of December, 1905.
By Order of the Board.
W. J. SAUNDERS,
Secretary.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the CERTIFICATE No. N.S. 4731 dated Hongkong 31st October, 1903, for FOUR SHARES of this Bank numbered 28577/28580 registered in the name of EDWARD HAROLD LOW of Amoy (now deceased) has been LOST and should this Certificate not be produced to the Bank before 13th January, 1906, a NEW CERTIFICATE for the shares will be issued and the aforesaid Certificate No. N.S. 4731 will be thereafter treated by this Corporation as NULL and VOID.

By Order of the Court of Directors.
J. R. M. SMITH,
Chief Manager.
Hongkong, 13th December, 1905. [2813]

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

for Demand Drafts on London on the day of or preceding the Departure of the English Mails also Table of Yearly Approximate Averages FOR 31 YEARS.

FROM 1874 TO 1904.
Price 32 Cash. On Sale at the "DAILY PRESS" OFFICE, or Local Booksellers.
Hongkong, 11th May, 1905.

TO LET

TO LET.

NEW "KINGSCLERE" with Stables entrances in both Kennedy and Macdonnell Roads.
For full particulars apply to—
LINSTED & DAVIS,
Alexandra Buildings, 3rd Floor.
Hongkong, 17th February, 1905. [47]

TO LET.

GODOWN, No. 3, NEW PRAYA Kennedy Town.
Apply to—
HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 23rd June, 1905. [1539]

TO LET.

"THE EYRIE," Peak.
1. DES VUEX VILLAS, Peak, Nos. 5, 6 & 21, BELLIOS TERRACE, No. 8, STEWART TERRACE, PEAK, FURNISHED.
No. 13, BEACONSFIELD ARCADE, Top Floor.
BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms. Low rental.
2ND FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory, &c., with use of Electric Lift. Well suited for Offices.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 19th December, 1905. [1236]

TO LET.

NO. 74, CAINE ROAD.
No. 2, MACDONNELL ROAD.
Apply to—
COMPTON'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. [84]

TO LET.

NO. 1, RIFON TERRACE.
No. 5, CLIFTON GARDENS, Conduit Road.
No. 17, WONG NEI CHONG ROAD. OFFICES in course of erection, CONNAUGHT ROAD (near BANK FIRE).
DOWNS: PRAYA EAST.
A BUILDING at Causeway Bay, formerly in occupation of the Steam Laundry Co., Ltd. HOUSES in MOSKOW TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 4th December, 1905. [181]

TO LET.

NOS. 2, 5, 6, BARROW TERRACE, KOWLOON.
THREE NEW HOUSES, CASTLE ROAD, HONGKONG.
Apply to—
SAM WANG CO., LTD.,
81, Queen's Road Central.
Hongkong, 12th July, 1905. [1234]

TO LET.

NO. 15, KNUFTSFORD TERRACE, KOWLOON.
No. 10, KNUFTSFORD TERRACE, KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 2nd December, 1905. [2069]

TO LET.

THE First-floor of YORK BUILDINGS (Opposite Messrs. Gauer & Co.) For Offices.
Apply to—
KELLY & WALSH, LD.
Hongkong, 4th September, 1905. [2061]

TO LET.

"TANG YUEN" No. 18, MACDONNELL ROAD, containing 18 Rooms and Bath Rooms; a well laid out Garden and Lawn, Full View of Harbour. Lately occupied as a First-Class Hotel. Part or whole of premises can be let.
Apply to—
LUK CHEUK MAN,
No. 81, Queen's Road Central.
Hongkong, 12th July, 1905. [1653]

TO LET.

TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st December, 1905. Moderate Rentals.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LD.
Hongkong, 30th June, 1905. [2261]

TO LET.

TWO LARGE OFFICES on the First Floor of No. 34, Queen's Road Central, opposite the Post Office. Possession on or after the 10th December, 1905.
Apply to—
WONG CHEE SANG,
Care of YEE SANG FAT & Co.
Hongkong, 30th November, 1905. [2631]

TO LET.

ONE ROOM suitable for Office and One Strong Room, lately occupied by the Taiwan Bank. Rent Moderate.
Apply to—
KANG LEE & CO.,
4, Queen's Road Central, (Opposite Connaught Hotel).
Hongkong, 13th December, 1905. [2809]

TO LET.

SEVEN EUROPEAN HOUSES, into F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases.
Apply to—
CHUNG SHUN KOO,
First Floor, No. 10, Queen's Road Central.
Hongkong, 18th July, 1905. [132]

TO LET.

SUITABLE for Office, ONE ROOM in Prince's Buildings.
Apply to—
LAUTS, WEGENER & CO.
Hongkong, 4th March, 1905.

TO LET

TO LET.

DWELLING HOUSES on Pedder's Hill. SPACIOUS GODOWNS, formerly known as McGregor Barracks, fronting the Praya. SECOND FLOOR of No. 6, DES VUEX ROAD CENTRAL, formerly occupied by the Standard Oil Co. of New York. SECOND FLOOR of VICTORIA BUILDING, formerly occupied by Mayer & Co.

Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 2nd September, 1905. [2044]

TO LET.

SPACIOUS GODOWN. Central position.
Apply to—
X. X. X.,
Care of "Daily Press" Office.
Hongkong, 22nd December, 1905. [2893]

TO LET.

HOUSES IN AUSTIN AVENUE, Kowloon. Moderate rentals.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LD.
Hongkong, 12th October, 1905. [2385]

TO LET.

TWO ROOMS on the Ground Floor of the annex, from 1st September next, suitable for Offices. For particulars apply to the undersigned.
C. H. GRACE,
Secretary.
Hongkong, 1st June, 1905. [1350]

TO LET.

FIVE ROOMS on Second Floor, 19, Queen's Road Central, over Messrs. Gregor & Co.'s premises, at present occupied by Messrs. Darty & Co.
Apply to—
KELLY & WALSH, LD.
Hongkong, 20th December, 1905. [2858]

TO LET.

A NEW EUROPEAN HOUSE, next but one to "Glencoe," Macdonnell Road, containing 7 Rooms and Bath Rooms, with a well laid out Lawn. Full View of Harbour.
Apply to—
CHUNG CHINAM,
31, Bonham Strand, West.
Hongkong, 4th December, 1905. [2725]

TO LET.

FURNISHED ROOMS, with or without Board, near Ferry, Kowloon. Tennis Court attached.
Apply to—
M. S.,
Care of "Daily Press" Office.
Hongkong, 6th December, 1905. [2890]

TO LET.

DANCE PROGRAMMES, FOR PRIVATE AND PUBLIC DANCES, ALSO MENU CARDS. NEWEST DESIGNS.
Specimens and Quotations forwarded on application to
THE PRINTING DEPARTMENT
"Daily Press" Office.
Hongkong, 16th December, 1905. [2844]

BANKS

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.
INTEREST on deposits is allowed at 3 1/2 PER CENT per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION.
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902

THE BANK OF TAIWAN LIMITED (INCORPORATED BY SPECIAL IMPERIAL CHARTER)
CAPITAL SUBSCRIBED Yen 5,000,000
CAPITAL PAID-UP " 2,500,000
HEAD OFFICE: TAIPEH, FORMOSA.
BRANCHES AND AGENCIES:
Amoy, Kobe, Nagasaki, Tainan, Taipei, Keelung, Ooka, Tokyo, Yokohama, Shanghai.

HONGKONG OFFICE:
4, QUEEN'S ROAD.
Interest allowed on Current Account. Deposits received on terms which may be learnt on application.
S. SHIGENAGA, Manager.
Hongkong, 1st November, 1904. [2478]

INTERNATIONAL BANKING CORPORATION.
Fiscal Agents of the United States in China, the Philippine Islands and the Republic of Panama.
CAPITAL AND SURPLUS Gold \$10,000,000
AUTHORISED " Gold \$3,250,000
CAPITAL PAID-UP " Gold \$3,250,000
RES

SPECIAL OPPORTUNITY AT THE ROBINSON PIANO CO., LD.

One Gets a Poor Return from a Piano if it is a mere Article of Furniture. Attach the Apollo Piano and all Music is at your command—Concert, Dance or Programme—in a moment. \$250.00 upwards. Hire or Hire Purchase System.

RACHALS' PIANOS

\$550. FORMERLY \$670.

JUST UNPACKED

IN NEW STORE.

BECHSTEIN,
STEINWAY,
KRAUSS,
HAAKE,
RACHALS,
WERNER.

A STOCK UNEQUALLED
IN THE COLONY.

HIRE or CREDIT.

Hongkong, 8th December, 1905. [2706]

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO. Agents.
Hongkong, 21st April, 1897. [181]

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO. Agents.
Hongkong, 1st January, 1904. [13]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1904. \$17,161,289.

I. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 687,500 0 0
II. FUND... 3,061,266 12 9

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO. Agents.
Hongkong, 30th June, 1905. [1567]

HONGKONG BUSINESS DIRECTORY.

IRON MERCHANTS.

SINGON & CO.,
Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Pig Iron and Foundry. Coke Importers, General Storekeepers and Commission Agents. 35 & 37, Hing Loong Street. (1st Street West of Central Market.) Telephone No. 515.

PHOTOGRAPHER

M. MUMBY, JAPANESE ARTIST.
Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

STOREKEEPERS

BISMARCK & CO.,
Ship Chandlery, Ship Chandlery, Provision and Coal Merchants, Sail-makers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers. Tools, Metal, Iron and Steel Merchants. 87-89 & 91, Connaught Road, New Praya Central.

ARE YOU BILIOUS?

BILE BEANS WILL CURE YOU.

When you are bilious every thought of food is nauseous. Every time the room gets warm you feel sick. If you hurry to catch a car or train there's the feeling again. Headaches, turning off with sickness, a nasty coated tongue, are other symptoms of biliousness, and a symptom most distressing to the female sex is the fearful green-yellow color which the face comes to have if biliousness is allowed to continue. Bile Beans cure biliousness wherever they are used.

As an illustration, Mrs. E. Wilkins, of Richardson Street, St. Kilda, South Dunedin, Australia, says:—"I have been a great sufferer from Biliousness, indeed I may say that up to twelve months ago I suffered from that distressing complaint, on and off, all my life, and though I tried many so-called cures and also received medical advice, I could not gain any relief. At times I became quite dizzy, with a miserable, sickly feeling, when I would become despondent, and almost give up hope of ever being cured. About twelve months ago I was strongly advised to take Bile Beans, and as I heard they were spoken of, I decided to do so. The first few doses afforded me considerable relief, and continuing the course for three months I was a different woman. The pain in my stomach ceased, sickness and dizziness left me, and I am now thoroughly restored to health. There is no doubt about it, Bile Beans are a splendid medicine, and I never fail to recommend them."

Bile Beans are a cure for indigestion, anæmia, weakness, female ailments, heat, fever, malaria, neuritis, lumbago, rheumatism, debility, palpitation, pains in the back, piles, constipation, sleeplessness, loss of appetite, liver complaint, headache, flatulence, pimples, skin eruptions and all ailments having a common origin in impurity of blood. (Of all chemists and medicine vendors. Price 75 cents (Max.) per bottle. 2481-9

BOARD AND RESIDENCE

BOARD AND RESIDENCE.

GENTLEMAN can have BOARD and RESIDENCE in an English family, Kowloon; detached house; tennis court. Address—
Care of "Daily Press" Office, Hongkong, 25th December, 1905. [2895]

FIRST-CLASS BOARD & RESIDENCE

"BRASSIDE" LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate. Apply to—Mrs. F. W. WATTS, "Brasside," 20, Macdonnell Road, (late of "Tang Yuen"). Hongkong, 27th June, 1905. [1595]

AT THE PEAK.

BOARD and RESIDENCE in Private House for Two Gentlemen. Terms Moderate. Apply—
Care of "Daily Press" Office, Hongkong, 25th November, 1905. [2658]

BOARD AND RESIDENCE.

FOR a GENTLEMAN, with a private family in a House on the Upper Levels. Tennis Court. Apply—
Care of "Daily Press" Office, Hongkong, 19th December, 1905. [2880]

BOARD AND RESIDENCE.

MRS. GILLANDERS "GLENWOOD," 27, CAINE ROAD. Hongkong, 20th September 1905. [2165]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.
CODE WORD: "DOCK." A.I., A.B.C., and Engineering Code Used. NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length... 723 feet.
Length on Blocks... 714
Width of Entrance on Top... 864
Width of Entrance on Bottom... 884
Water on Blocks at Spring Tide 344

DOCK No. 1.
Extreme Length... 523 feet.
Length on Blocks... 515
Width of Entrance on Top... 85
Width of Entrance on Bottom... 75
Water on Blocks at Spring Tide 264

DOCK No. 2.
Extreme Length... 371 feet.
Length on Blocks... 360
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide 22

PATENT SLIP.

Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always on hand.

"QUEA-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES, equipped with necessary gear, always ready for service. 1853

NATAI LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA, CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan Hongkong, 4th August, 1898

LOCAL SPORT.

On Boxing Day the Hongkong Police Cricket Club was entertained by the Kowloon C. C. An all-day match had been arranged, but owing to the condition of the ground this was found impracticable and an adjournment was made to the Kowloon Hotel. Here a billiard tournament was played during the afternoon between six men representing each side. A game of 100 up each was played, and it was found at the close that the police were victorious by 71 point. At the subsequent proceedings Dr. Swau proposed the health of the Hongkong Police C. C. and Inspector Langley responded.

CHRISTMAS FOOTBALL AT CANTON.

[CONTINUED.]

The Monadnock and Custom House football warriors again met on the Shamone in the fourth of a series of five games, resulting in a victory for the "Flat-iron" boys, after a closely contested game, with a score 3 to 2. The kick off was at 2.3 a.m. by the Monadnock, and play was immediately focussed on the Custom's goal, which for some time was fiercely threatened. A well executed combination carried the ball down to the Monadnock goal, but it was met by the determined sailors and driven back. The Customs were again kept busy guarding their goal. Some good strong work by Daniels and Finchett started the ball towards the Monadnock and after excellent headerwork it was put through by Morgan, the first goal.

On the faces of the Flat-iron lads, could now be seen a look of grim determination, mixed with mud. Every inch would be fiercely contested from now on. The ball was put in play, and the spectators were treated with a sight that will be pictured very vividly in their minds for some time to come, for the science of every combination was brought into play by both sides, and step by step the gain or loss was met by brilliant work, which certainly illustrated association football to the spectator in the highest possible light. The ring was delighted. The play worked slowly down to the Customs goal, then back to the centre and down again, when, after Titanic efforts, the ball was shot over the custom's goal line, thus awarding a corner kick to the Monadnock, whose first attempt was defeated by Morgan who pushed it neatly with his head over the line; again the corner was made, but resulted the same as before. Upon the third attempt it was missed and Delaune by a clever bit of interference, blocked his opponent and in a twinkling of an eye drove the ball through the goal, scoring the second for the Monadnock, making the scores even, and, in the language of some of the bystanders, "the folks as good as the people."

Without losing a minute, the battle began anew. The ball stopped on the right end of the Monadnock's line, where a free kick was awarded the sailors, whereupon Challis, the able back kicked a high one, which cleared the heads of everyone, including the goal keeper, landing nicely through on the other side, scoring the third goal for the Monadnock. After a five minutes interval, and some fairly even play, another was put through by Moss, scoring the fourth for the Customs, making the honour even all around, and the score 2 to 2. When close to the Customs goal, a well directed kick from Connors sent the ball spinning through the goal, scoring the fifth and last goal for the Monadnock, making the score stand 3 to 2 in favour of the Monadnock.

Teams—
I.M.C.—Chapman, Finchett, Daniels, Root, Craig, Beckett, Moss, Bartley, Turner, Morgan, Duffy.

U.S.S. Monadnock.—Fraser, Wynn, Challis, Devine, Graham, Kelland, Connors, Weber, Dunn, Delaune, Dan, Soucia.

The game was one of the two best games ever played upon the Shamone. The only unfortunate occurrence being the unlucky fall of Morgan in a mud puddle, soiling his pretty vest of blue and white stripes; and the audience did not visibly grieve.

MR. BRYAN AND THE CHINESE.

THE ORATOR MET HIS MATCH.

We have been furnished with some Chinese minutes of the speeches at the dinner given to Mr. W. J. Bryan by Chinese merchants trading with America. Mr. Tse Tsai-tai was a specially invited guest, and had a few pertinent remarks to make with regard to the boycott.

Mr. Bryan had promised to do what he could to induce the American Government to meet Chinese wishes, but he could not ask them to stop excluding Chinese cheap labour. He said the American working classes were so strong that the government could not ignore them.

Mr. Tse-tai-tai said Mr. Bryan was evidently misunderstanding the Chinese position. They did not insist on free admission of all Chinese, but they insisted that those who were admitted should not be ill-treated. (Applause.) They had been treated more harshly than other people, and they could not stand that. If they did other nations would look down on them, and perhaps follow suit. What they objected to was the imprisonment of Chinese immigrants under the Exclusion Act. The boycott would continue until they were satisfied that their compatriots were not to be discriminated against. Chinese were no different to other people. Why should they alone be expected to endure ill-treatment and disgrace? No American would tolerate the suggestion that he was inferior to a Chinaman, and no Chinaman, with any common sense or self respect would suffer Americans to treat him as if he were of a different order of creation. They were willing to have the matter settled amicably, but the boycott must go on till the objectionable act was amended. They would welcome a new treaty.

It is said that Mr. Bryan was not quite so confident after the effect of this speech was made known to him.

INDIAN ITEMS.

The Tashi Lama was exported in Calcutta on 26th inst.

The total amount of silver coin held in reserve by the Government of India on 30th November last was Rs. 9,58,80,101, and of gold coin and bullion Rs. 8,96,26,763.

It is officially notified that His Majesty the King-Emperor has been graciously pleased to consent to the Bombay Museum being called "the Royal Museum of Western India."

Ten thousand poor people will be banqueting at Delhi on the 13th instant in celebration of the visit of the Prince and Princess of Wales. The cost is to be defrayed by public subscription.

Calcutta is about to lose a prominent figure through the impending retirement of Mr. T. Fraser, Agent of the Chartered Bank, who becomes sub-manager of the Central Bank, and is succeeded in Calcutta by Mr. W. E. Pratton. Mr. Fraser has for some time been the "doyen" of the Calcutta banking community, and on all financial and commercial questions his views have carried great weight. He has always been distinguished for his level-headedness, as well as for his breadth of view, and his departures will be deeply felt by the business world of Calcutta on its financial and economic side. Personally Mr. Fraser enjoys immense popularity, a fact which renders it pleasant to contemplate the probability that he will revisit India in the course of future tours.

WORLD'S COTTON SUPPLY.

According to the Times of the 6th inst. the question of the prospective raw cotton supply for the season ending August 1906, is engaging the serious attention of all people directly connected with the trade. Certain of the most reliable estimators cannot see their way to give out any estimate, owing chiefly to diverse reports as to the condition of the growing crop in relation to frosts. All, however, agree that given open weather henceforward, the supply will be larger than is at present expected by the "bulls." The American cotton crop of last season was 13,566,841 bales. These large figures followed five years of comparative scarcity, the average crops for that period being about 10,300,000 bales per year. The consumption of cotton was never greater than at the present time. All the mills in Great Britain are working at full stretch, and more factories are running to-day than a year ago owing to the starting of new mills in Lancashire. Continental mills and the American factories are also working more. If the American crop this season proves to be a little over 11 millions of bales there will, it is considered, be plenty to go round. In respect to the Egyptian cotton crop, it is agreed by the most trustworthy authorities that the output will be larger than that of last season. The Brazilian crop is also doing well. With regard to East Indian cotton it is expected there will be 33,000 bales more this year than last season. It is a short staple cotton and Lancashire used scarcely any; but China, Japan, and the Continent use large quantities for spinning coarse counts of yarn. Broadly speaking the prospects of a total supply from all sources sufficient for the requirements of the world are not encouraging, but in regard to American descriptions it will largely depend on the weather to the close of this year, as to whether the crop will be 10; or 11½ million bales.

THE NAME "BOMBAY."

Sir George Birdwood says, in the Times—Bombay, in Marathi *Mumbai*, that is "Sister-Mum," takes its name from the primitive tutelary of the island, *Mumbai-Devi*, "the Goddess-Sister-Mum," whose temple formerly stood on the Esplanade, but was transferred in the 18th century to the native town. The name "Bombay" therefore means "The Town and Island of Our Lady Mumbai." The derivation of the name from a supposed Portuguese form "Bon-Bahia" is, as Sir Harry Johnston points out, bad grammar, and altogether uninteresting. I have given all the earliest notions of Bombay in my "Report on the Old Records of the India Office," second reprint, W. H. Allen and Co., 1891. See also Gerson da Cunha in "Indian Antiquary," 1874. But all that it is necessary to know on the subject of this interesting place name is given in the most illuminating history from Sir Henry Yule's glorious glossary of Anglo-Indian words and phrases entitled "Hobson-Jobson," the second edition of which, edited by Mr. W. Crooke, was recently published by Murray. I have not entered into the etymology of the specific name of the island tutelary goddess "Sister-Mum of Bombay," as this would at once open up a discussion on a series of obscure philologies not pertinent to the question immediately before your readers. Suffice to say, the word *Mum*, like the mysterious universal term of adoration and benediction among the Hindus, *um* or *om*, is, in my opinion, a variant of the vocal sound natural to all the higher mammals, which, so far as I know, first comes into definite human meaning in the Arabic *um*, "mother," and *whum*, "expectation," "hope." I feel certain that there is at least no historical evidence of *Mum* being a contraction of *Maha-Amba-Ai*, such a "dam," "dams," are of "domina" (compare "domo" from "domus") and "madama," and "mam" of Madonna.

Again *Amba*, the "Mother," is an epithet of Durga, "the Dour" (compare "dourness," endurance, &c., and "dynamic" &c.), and Kall, "the Miserable," only in her beneficent aspect of Parvati, "the (joyous) Mountain-lioness," and Abhay-Amba, "the Fearless Mother," is her epithet in such maleficent aspects as that of Bhavani. *Amba* (which may vary to *Mamma*) is the Southern Indian equivalent of *Amba* in the eudemonic significance, and *Amman* in the demoniac (compare "Madonna" and "monkey"), and only in some such variant of the latter form *Manumai* might we suspect a connection between *Mumbai* and *Amba*. It will be interesting to add that among the Hindu tutelaries *grama-devi*, "rustic," "field gods" of Madras are Mariyammas, and Agathammals that is, *teste* Horace H. Wilson, "The Blessed Virgin Mary," and "St. Agatha."

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BRITISH MEDICAL JOURNAL.

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EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTONJEE'S KOWLOON STORE, No. 36, Elgin Road and Mr. AH YAU'S FERRY WHARF STALL.
Hongkong, 22nd December, 1905.

SHIPPING.

ARRIVALS.

CHINA, British str., 1,145, G. Hooker, 27th Dec.—Wakamatsu 21st Dec. Coal—Butterfield & Swire.
 CHINA, American str., 3,185, D. E. Friolo, 27th Dec.—San Francisco 25th Nov. General.
 —P. M. S. S. Co.
 KATANIA, British str., 2,164, J. M. McBride, 27th Dec.—Mojito 21st Dec. Coal—Hsu Buan Kaisha.
 KENLEY, British str., 2,331, Parker, 26th Dec.—Aden 8th Dec. Coal—Arnold, Karberg & Co.
 KNUTSON, British str., 2,489, S. Lawton, 27th Dec.—London and Bangkok 16th Dec. General—Doddwell & Co.
 KWANGSEE, Chinese str., 1,468, R. L. Lincoln, 27th Dec.—Shanghai 24th Dec. General—Chines.
 MACQUEW, German str., 995, H. Harjes, 28th Dec.—Bangkok 19th Dec. Rice—Molchers & Co.
 PHIA NANG, German steamer, 1,621, F. V. Maudslotti, 24th Dec.—Bangkok 17th Dec. Rice—Butterfield & Swire.
 SHANN, British str., 1,228, F. Boyd, 27th Dec.—Wahin 20th Dec. and Chinkiang 22nd Dec.—Butterfield & Swire.
 TOONAN, Chinese str., 912, N. R. Boyd, 27th Dec.—Shanghai 23rd Dec. General—Chines.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

27th December.
 Australian, British str., for Manila.
 Chilli, British str., for Haiphong.
 Hani, French str., for Shanghai.
 Japan, British str., for Shanghai.
 Kowloon, British str., for Canton.
 Siam, German str., for Singapore.

DEPARTURES.

26th December.
 TELERMACHUS, British str., for Nagasaki.
 27th December.
 APENRADE, German str., for Haiphong.
 ARCONIA, Russian str., for Shanghai.
 CARL DIERCKHOFF, Ger. str., for Haiphong.
 EMMA LUTKE, German str., for Canton.
 HANSEN, British str., for Swatow.
 ICHANG, British str., for Shanghai.
 K. M. P. French str., for Kwangchow.
 KONGWAT, German str., for Bangkok.
 KNIVSBURG, German str., for Canton.
 KWONGKONG, British str., for Shanghai.
 M. RICKMERS, German str., for Bangkok.
 MONGOLIA, American str., for San Francisco.
 PARKER, British str., for Chinkiang.
 PETRARCH, German str., for Saigon.
 TIENTSIN, British str., for Canton.

SHIPPING REPORTS.

The British str. Shant reports: Moderate to heavy fresh monsoons were experienced.
 The British str. Chilli reports: Moderate N.W. winds and sea to Hoishans; from there to port moderate to strong N.E. winds.
 The Chinese str. Kwangsee reports: Fresh N.W. winds and thick rainy weather to Chupai Island; hence to port fresh N.W. and E. winds and overcast with moderate following sea.
 The German str. Macquew reports: We had down a full fair Panang smooth sea and N.E. wind; from there N.E. winds and moderate sea, and from the Brother to Cape Varilla we had rough sea and rainy weather. Between the Varilla and the Panang we had moderate light (sometimes dead calm) wind and smooth sea. On the night before arrival here we had very hard gale with rough sea.

VESSELS IN DOCK.

27th December.
 ADEBREEN DOCK.—Argus, Alga, Empress of China, H.M.S. Itchen, Kaifong, Kwangtung, C. Harbin.
 COSMOPOLITAN DOCK.—

VESSELS ON THE BERTH

POSTPONEMENT.

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FOR SYDNEY AND MELBOURNE.
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"AUSTRALIAN,"
 Captain W. G. McArthur, will be despatched for the above ports TO-DAY, the 28th inst., at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 4th December, 1905. [2730]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
 "CATHERINE APCAR,"
 Captain A. Stewart, will be despatched for the above ports TO-DAY, the 28th inst., at 3 P.M.
 For Freight or Passage, apply to
 DAVID SASSOON & CO., LD., Agents.
 Hongkong, 21st December, 1905. [2566]

INFERIOR GERMAN MAIL LINE.
 NORDDEUTSCHER LLOYD, BREMEN.

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 VIA NEW GUINEA.

STEAM FOR
 SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

On TUESDAY, the 9th January, at Noon, the Steamship "PRINZ WALDEMAR," Captain Woltemas, with Mails, Passengers and Cargo, will leave this port as above.
 The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
 Linen can be washed on board.
 NORDDEUTSCHER LLOYD.
 For Further Particulars, apply to
 MELCHERS & CO., Agents.
 Hongkong, 14th December 1905. [2921]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.
 SECTIONS.
 1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL.	CHUSAN	Brit. str.	—	H. W. Kenrick, R.N.R.	P. & O. S. N. Co.	On 30th inst., at Noon.
AMSTERDAM, LONDON & ANTWERP.	TYDEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 2nd Jan.
AMSTERDAM, LONDON & ANTWERP.	DOEMENUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 16th Jan.
AMSTERDAM, LONDON & ANTWERP.	STENTOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 30th Jan.
AMSTERDAM, LONDON & ANTWERP.	SAINT BRIDE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 13th Feb.
AMSTERDAM, LONDON & ANTWERP.	ANTENOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 27th Feb.
MARSEILLES, &c., VIA PORTS OF CALL.	EREST SIMON	Brit. str.	—	Bourdon	MESSAGERIES MARITIMES	On 9th Jan., at 1 P.M.
MARSEILLES, LONDON & ANTWERP.	GLENTURRI	Brit. str.	—	R. Webster	McGREGOR BROS. & CO.	About 16th Jan.
MARSEILLES, HAVRE, ANTWERP (DIRECT), &c.	KOUANG-SI	Brit. str.	—	Darillon	MESSAGERIES MARITIMES	On 3rd Jan., at Noon.
BREMEN, VIA PORTS OF CALL.	P. E. FRIEDRICH	Brit. str.	—	Malchow	MILCHERS & CO.	On 16th Jan.
HAVRE & HAMBURG VIA STRAITS, &c.	AMBRIA	Brit. str.	k.w.	Winnenberg	HAMBURG-AMERIKA LINE	On 24th Jan.
HAVRE & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Brit. str.	k.w.	Russ	HAMBURG-AMERIKA LINE	On 7th Feb.
HAVRE & HAMBURG VIA STRAITS, &c.	RHENANIA	Brit. str.	k.w.	Fork	HAMBURG-AMERIKA LINE	About 1st Jan.
ODessa DIRECT	ARCADIA	Brit. str.	k.w.	Schmitt	HAMBURG-AMERIKA LINE	About 3rd Jan.
ODessa DIRECT	RHAETIA	Brit. str.	k.w.	Filler	HAMBURG-AMERIKA LINE	About 8th Jan.
ODessa DIRECT	ANDALUSIA	Brit. str.	k.w.	L. Soich	SANDER, WIELER & CO.	To-morrow, P.M.
TRIESTE, &c., VIA SINGAPORE, &c.	NIPPON	Brit. str.	1 m.	Henry	BUTTERFIELD & SWIRE	On 20th Jan.
GENOA, MARSEILLES & LIVERPOOL.	PATROCLUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th Feb.
GENOA, MARSEILLES & LIVERPOOL.	COURDON	Brit. str.	—	—	ARNHOLD, KARBURG & CO.	About 2nd Jan.
NEW YORK & BOSTON	ATOLL	Brit. str.	—	—	DODWELL & CO., LD.	About 9th Jan.
NEW YORK VIA PORTS & SUEZ CANAL.	HUBSON	Brit. str.	—	J. Burnett	STANDARD OIL CO.	On 10th Jan.
NEW YORK VIA PORTS & SUEZ CANAL.	EMPEROR OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 24th Jan.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	ATRENIAN	Brit. str.	1 m.	—	DODWELL & CO., LIMITED.	To-morrow.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	LYRA	Am. str.	—	G. V. Williams	BUTTERFIELD & SWIRE	On 24th Jan.
VICTORIA (B.C.) SEATTLE, &c., VIA JAPAN.	NINGCHOW	Brit. str.	1 m.	—	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
SEATTLE VIA SHANGHAI & JAPAN.	DAKOTA	Am. str.	—	E. Francke	PORTLAND & ASIATIC S.S. CO.	About 16th Jan.
PORTLAND, OREGON VIA SHANGHAI, &c.	NICOMEDIA	Brit. str.	—	Rose	GIBB, LIVINGSTON & CO.	To-day, at Noon.
SAN FRANCISCO	DAKOTAH	Brit. str.	—	W. G. McArthur	MELCHERS & CO.	On 9th Jan., at Noon.
AUSTRALIAN PORTS VIA MANILA.	AUSTRALIAN	Brit. str.	—	Woltemas	BUTTERFIELD & SWIRE	About 26th inst.
AUSTRALIAN PORTS VIA SIMPSONHAFEN.	PRINZ WALDEMAR	Brit. str.	1 m.	—	P. & O. S. N. Co.	On 2nd Jan.
AUSTRALIAN PORTS VIA MANILA.	CHINOTU	Brit. str.	—	E. P. Martin, R.N.R.	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE.	JAPAN	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	About 30th inst.
KOBE & NAGASAKI	CHIHLEI	Brit. str.	1 m.	—	P. & O. S. N. Co.	On 30th inst., at 4 P.M.
SHANGHAI VIA SWATOW	TIENTSIN	Brit. str.	—	W. Hayward, R.N.R.	SIMPSON & CO.	On 31st inst.
SHANGHAI	WINGSANG	Brit. str.	—	H. Loozeau	BUTTERFIELD & SWIRE	About 3rd Jan.
SHANGHAI	OKANA	Brit. str.	—	—	MELCHERS & CO.	On 4th Jan., at 10 A.M.
SHANGHAI	KNIVSBURG	Brit. str.	1 m.	—	OSAKA SHOSHEN KAISHA	On 31st inst., at 10 A.M.
SHANGHAI	YUNNAN	Brit. str.	—	Meiners	OSAKA SHOSHEN KAISHA	To-morrow, at 10 A.M.
SHANGHAI, TIENTSIN, NAGASAKI, KOBE & YAMATO	ROON	Brit. str.	—	N. Kobayashi	DOUGLAS LAFRAIR & CO.	To-morrow, at 4 P.M.
SHANGHAI VIA SWATOW, AMOY & POOCHOW.	ANPING MICHU	Brit. str.	1 m.	H. Ohta	JARDINE, MATHESON & CO.	On 2nd Jan.
TAMU VIA SWATOW & AMOY	DAIHIN MARU	Brit. str.	2 h.	A. E. Hodgins	SHEWAN, TOMES & CO.	On 6th Jan., at Noon.
SWATOW, AMOY & POOCHOW	HAICHING	Brit. str.	2 h.	J. S. Roach	BUTTERFIELD & SWIRE	On 30th inst.
MANILA	HAITAN	Brit. str.	—	R. Rodger	SHEWAN, TOMES & CO.	To-day, at 3 P.M.
MANILA	LOONGSANG	Brit. str.	—	E. Almond	JARDINE, MATHESON & CO.	On 30th inst., at 3 P.M.
MANILA	ZAFIRO	Brit. str.	—	—	JARDINE, MATHESON & CO.	About 12th Jan.
MANILA	TEAN	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	—
MANILA	RUBI	Brit. str.	—	—	—	—
CEBU & ILOILO	SUNGKANG	Brit. str.	—	—	—	—
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.	—	A. Stewart	—	—
SINGAPORE, PENANG & CALCUTTA	ONSAUNG	Brit. str.	—	—	—	—
SINGAPORE, PENANG & CALCUTTA	NAMHANG	Brit. str.	—	—	—	—
BATAVIA, CHERIBON, SAMARANG, &c.	TIMAH	Dut. str.	—	Brouwers	—	—

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FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS,

"MINNESOTA" AND "DAKOTA"

(EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:

"DAKOTA," Captain E. FRANKIE, On SATURDAY, 27th JANUARY, 1906.

"MINNESOTA," Captain J. H. RINDER, About FRIDAY, 16th MARCH, 1906.

Conveying Cargo to the U.S. Pacific Coast, United States, and Canadian Overland Common Points, also Passengers to the United States, Europe, &c.

These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS, equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.

Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Fukuoka and Japan Ports are available for return by the steamers of the REGULAR MAIL LINE.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,

AGENTS.

[2270]

Hongkong, 26th December, 1905.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR SHANGHAI VIA SWATOW "WINGSANG" Friday, 29th Dec., daylight.

FOR MANILA "LOONGSANG" Friday, 29th Dec., 4 P.M.

SINGAPORE, PENANG & CALCUTTA "ONSAUNG" Saturday, 30th Dec., 3 P.M.

SINGAPORE, PENANG & CALCUTTA "NAMSANG" Saturday, 31st Dec., 6 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chefoo and Yangtze Ports.

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JARDINE, MATHESON & CO.,

GENERAL MANAGERS.

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CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF

12 Days Across the Pacific to the "EMPEROR LINE" Saving 3 to 7 days' Ocean Travel.

12 DAYS YOKOHAMA to VANCOUVER.

21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration.)

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ARRIVE VANCOUVER

"EMPEROR OF CHINA" 6,000 Tons ... WEDNESDAY, 10th Jan. ... 31st Jan.

"ATHENIAN" 5,882 ... WEDNESDAY, 24th Jan. ... 17th Feb.

"EMPEROR OF INDIA" 6,000 ... WEDNESDAY, 7th Feb. ... 28th Feb.

"TARTAR" 4,425 ... WEDNESDAY, 21st Feb. ... 17th Mar.

"EMPEROR OF JAPAN" 6,000 ... WEDNESDAY, 7th Mar. ... 28th Mar.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at

SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,

YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL

OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT

CHANGE.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York 262.

Intermediate on Steamers "240," and 1st Class R.M.S. "242."

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at

Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval

Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments.

For further information, Maps, Route, Handbooks, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent.

Corner Pedder Street and Praya, opposite Blake Pier

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT),

Calling at SINGAPORE, PENANG,

COLOMBO, BOMBAY, ADEN

SUEZ and PORT SAID.

(Taking Cargo at through rates to the Brazils,

to SOUTH AFRICA, PERSIAN GULF, RED

SEA, BLACK SEA, LEVANT, VENICE and

ADRIATIC PORTS.)

THE Company's Steamship

"NIPPON,"

Captain L. Soich, will be despatched as above

TO-MORROW, the 29th inst., P.M.

This steamer has accommodation for

passengers; electric light and carries a doctor.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO.,

Agents.

Hongkong, 6th December, 1905. [13]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT,

MEDITERANEAN PORTS.

PLYMOUTH, A. N. L. LONDON.

Through Bills of Lading issued for

BATAVIA, PERSIAN GULF, CONTINENTAL

AMERICAN and SOUTH AFRICAN PORTS.

THE Steamship

"CHUSAN,"

Captain H. W. Kenrick, R.N.R., carrying His

Majesty's Mails, will be despatched from this

Bombay on SATURDAY, the 30th December,

at Noon, taking passengers and cargo for the

above ports in connection with the Company's

ss. Victoria, 6,322 tons, from Colombo.

Passengers' accommodation in which vessel is

secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and

Tes for London (under arrangement) will be

transhipped at Colombo into the mail steamer

proceeding direct to Marseilles and London;

other cargo for London, &c., will be conveyed

from Bombay by the R.M.S. Persia, due

in London on 10th February.

Parcels will be received at this Office until

4 p.m. the day before sailing. The contents

and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT,
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"PYRRHUS"	On 1st January.	
GLASGOW and LIVERPOOL	"SAINT BEDE"	On 2nd January.	
GLASGOW and LIVERPOOL	"PATROCLUS"	On 9th January.	
GLASGOW and LIVERPOOL	"ANTENOR"	On 16th January.	
GLASGOW and LIVERPOOL	"OPACK"	On 23rd January.	
GLASGOW and LIVERPOOL	"YINGCHOW"	On 30th January.	
GLASGOW and LIVERPOOL	"ACHILLES"	On 6th February.	
GLASGOW and LIVERPOOL	"PELLEUS"	On 13th February.	
GLASGOW and LIVERPOOL	"ALCINOUS"	On 20th February.	

HOMEWARDS.

FROM	STEAMERS	TO	DATE
AMSTERDAM, LONDON and ANTWERP	"TYDEUS"	On 2nd January.	
AMSTERDAM, LONDON and ANTWERP	"IDOMENEUS"	On 16th January.	
AMSTERDAM, LONDON and ANTWERP	"PAKLING"	On 20th January.	
AMSTERDAM, LONDON and ANTWERP	"STENTOR"	On 30th January.	
AMSTERDAM, LONDON and ANTWERP	"SAINT BEDE"	On 13th February.	
AMSTERDAM, LONDON and ANTWERP	"PATROCLUS"	On 20th February.	
AMSTERDAM, LONDON and ANTWERP	"ANTENOR"	On 27th February.	

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS	"NINGCHOW"	On 24th January.	
NAGASAKI, KOBE and YOKO.			
HAMA			

WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"TYDEUS"	On 26th December.	
	"PINGSUEY"	On 26th January.	

For Freight, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 15th December, 1905.

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO	DATE
SHANGHAI	"TIENSIEN"	On 28th December.	
CEBU and ILOILO	"SUNGKIANG"	On 30th December.	
SHANGHAI	"YUNNAN"	On 31st December.	
MANILA	"TEAN"	On 2nd January.	
KOBE and NAGASAKI	"CHIHLI"	On 2nd January.	
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 16th January.	

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light, Univalued Tables, A daily qualified
surgeon is carried.† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 28th December, 1905.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR

FROM	STEAMERS	TO	DATE
YOKOHAMA via SHANGHAI	JAPAN	About 26th	Freight and Passage.
MOJI and KOBE	E. P. Martin, R.N.	December	
LONDON & C. via USUAL PORTS	CHUSAN	30th	See Special Advertisements.
OF CALL	H. W. Kenrick, R.N.	December	
SHANGHAI	OCEANA	About 30th	Freight and Passage.
	W. Hayward, R.N.	December	

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 20th December, 1905.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA
via
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4,417	G. V. Williams	Friday, December 29th
SHAWMUT	9,606	E. V. Roberts	Tuesday, January 23rd

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CULINARY ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, 15th December, 1905.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to	Leave	Connecting Steamers	Due at	Due at
COLOMBO	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)
ARCADIA	7000	BRITANNIA	7000	Friday
DELHI	8000	MOLDAVIA	10000	Mar. 10
DONGOLA	8000	MONGOLIA	10000	Mar. 24
DELTA	8000	MOOLTAN	10000	Apr. 7
OCEANA	7000	MARMORA	10000	Apr. 21
				May 5
				May 19
				May 31
				June 14
				June 28
				July 12
				July 26
				Aug. 9
				Aug. 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express
Mail Steamer at Port Said.Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time
of booking.In addition to the above Mail Steamers the following—
INTERMEDIATE (non-transit) STEAMERS
WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES:

STEAMERS.	Leave	Leave	Due at
	HONGKONG	SINGAPORE	LONDON
JAPAN	4500	Feb. 14	Mar. 31
SUMATRA	4500	Feb. 28	Mar. 14
NUBIA	4500	Mar. 14	Mar. 28
JAVA	4500	Mar. 28	Apr. 11
FORMOSA	4500	Apr. 11	Apr. 25

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
† "JAPAN," "CEYLON" and "FORMOSA" carry only First Saloon Passengers.

For Passage apply to

E. A. HEWETT,

Superintendent.

Hongkong, 1st December, 1905.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	WEDNESDAY	3rd January
PRINZ EITEL FRIEDRICH
GNEISENAU
ROON
PREUSSEN
ZIETEN
PRINZESS ALICE
BAYERN
PRINZ REGENT LUITPOLD
PRINZ EITEL FRIEDRICH
SACHSEN
PRINZ HEINRICH
ROON
PREUSSEN
ZIETEN
OLDENBURG
BAYERN
PRINZ REGENT LUITPOLD
PRINZ EITEL FRIEDRICH

ON WEDNESDAY, the 3rd day of JANUARY, 1906, at Noon, the Steamship
"PRINZ EITEL FRIEDRICH," Captain Malchow, with MAILS, PASSENGERS,
SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till Noon, on Monday, the 1st January. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 2nd January, and Parcels
will be received at the Agency's Office until Noon, on TUESDAY, the 2nd January.
Contents of Packages are required. No Parcel Receipts will be signed for less than 82.50,
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
Linen can be washed on board.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO., AGENTS.

Hongkong, 20th December, 1905.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUJI VIA SWATOW	"DALIN MARU"	SUNDAY, 31st Dec.
AND AMOI	H. OHTA	at 10 A.M.
SHANGHAI VIA SWATOW	"ANPIN MARU"	THURSDAY, 2nd Jan.
AMOI AND FOCHOW	N. KOLAYASHA	at 10 A.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with electric light.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office
at No. 8, Des Voeux Road Central.
Hongkong, 20th December, 1905.

T. ARIMA, Manager.

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK AND BOSTON.

With liberty to call at the Malabar Coast.

THE Steamship

"COULSDON,"

Captain Henry, will be despatched for the

above ports on or about TUESDAY, the 2nd

January.

For Freight, apply to

ARNHOLD, KARBURG & CO.,

Agents.

Hongkong, 8th December, 1905.

FOR NEW YORK

via PORTS AND SUEZ CANAL.

(With liberty to call at Malabar

Coast Ports).

THE Steamship

"HUDSON,"

Captain J. Burnett, will be despatched as above

on or about the 15th January.

For Freight or other information, apply to

STANDARD OIL COMPANY

OF NEW YORK,

Oriental Freight Department,
Hotel Mansions.

Hongkong, 15th December, 1905.

JAPAN COALS.

MITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE.—1, SURUGA-CHO, TOKYO.
LONDON BRANCH.—34, LOMB STREET, E.C.
HONGKONG BRANCH.—PRINCE'S BUILDINGS, 10th FLOOR, STREET

OTHER BRANCHES

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimoda, Moji, Wakamatsu, Karatsu, Nagasaki,
Kuchino, Sasebo, Maizuru, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamato and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujiyama, Mameda, Manoura, Onoura (Oguni),
Sasahara Teikoku, Yoshinaka, Yoshio, Yunkobara, and other Coals.

S. MINAMI, Manager, Hongkong.

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.FOR SHANGHAI, TIENTSIN, NAGA-
SAKI, HIOGO AND YOKOHAMA.THE Imperial German Mail Steamship
"ROON,"
Captain Meiners, will leave for the above
places on or about the 3rd January.For Further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.
Hongkong, 25th December, 1905.REGULAR
STEAMSHIP SERVICE TO NEW
YORK.via PORTS AND SUEZ CANAL
(With liberty to call at Malabar
Coast).PROPOSED SAILINGS FROM HONGKONG.
1905."ATHOLL" ... 9th Jan.
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 30th November, 1905.

FOR SAN FRANCISCO.

THE Steamship
"DAKOTAH,"
Captain Ross, will be despatched for the above
port on or about TUESDAY, 16th January.For Freight and further particulars, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 21st November, 1905.MITSU BISHI GOSHI-KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENTMARUNO-UCHI, TOKYO.
Cable Address: "KWAISHA."which applies to all Branch Offices and Hong-
kong and Shanghai Agencies, apply to
AI, ABC 5th Edition, Western Union Code,
used.All Letters Addressed—
MANAGER, MITSU BISHI CO., with name of
place under.BRANCH OFFICES:—
NAGASAKI, MOJI, KOBE, KARATSU
AND HANKOW.AGENTS:—
SHANGHAI: H. J. H. TRIPP.
HONGKONG: H. U. JEFFRIES.
MANILA: MACDONALD & CO.
CHINKIANG: GEARING & CO.
YOKOHAMA: M. ASADA.CONTRACTORS OF COAL to the Imperial
Japanese Navy and Foreign Navies; the
Imperial Armaments; the Imperial Railway
Sanyo, Kinshu and the other Principal Rail-
ways; Industrial Works; Home and Foreign
Mail and Freight Steamers.EXPORTERS OF COAL to Hongkong,
Shanghai, Hankow, Singapore, Manila, North
China, Korea, ports and America.SOLE PROPRIETORS of Takashima,
Ochi, Shimizu, Nanzatsu and Kami-Yama
Collieries and also Hojo Colliery, which will
shortly be ready to produce on a large scale the
best Buzen Coal.Sole Agents for Kigio, Komatsu (Tagawa)
and Yashimochi Coal (Karatsu).The Head and Branch Offices and the Agents
of the Company will receive any order for
Coal produced from the above Collieries.
Coal sold in 1904 by the Company amounted to
1,520,000 tons.TAKASHIMA COAL.
New and additional shafts at the Takashima
Colliery have been completed and this well-
known best and most economical steam Coal in
the East is now produced in abundance and
can be supplied in any quantity.

Hongkong, 15th February, 1905.

SHIPPING IN PORT.

STEAMERS.

ALCOA, British str., 4,897, A. Lockett, 17th
Dec.—San Francisco via Portland, Tacoma
17th Dec. and Moji 12th Dec., Flour and
General.—P. M. S. S. Co.AMIGO, German str., 82, J. Iversen, 22nd
Dec.—Haiphong 15th Dec. and Hoilow
24th, Rico, Figs, Bullocks and General.—
Jensen & Co.ANGULIN, German str., 1,001, D. Reimers, 22nd
Dec.—Bangkok via Angkor 14th Dec.,
Rice.—Butterfield & Swire.ARROYO, British str., 3,807, H. Plough, 24th
Dec.—Kuchino 19th Dec., Coal.—
Dodwell & Co., Ltd.AUSTRALIAN, British str., 1,784, W. G. Mo-
Arthur, 26th Dec.—Moji 22nd Dec., Gen-
eral.—Gibb, Livingstone & Co.CATHERINE APCAR, British steamer, 1,730,
General.—David Sassoon & Co.CHINATY, British str., 1,453, J. McD. Howie,
21st Dec.—Australia 21st Nov., General.
—Butterfield & Swire.CHUYEN, Chinese str., 1,170, Chua Stewart,
18th Dec.—Shanghai 15th Dec., General.
—Chinese.

ON SALE

BOUND VOLUMES OF THE HONGKONG

WEEKLY PRESS, January to June

1905. With Index. Price 87.50.

On sale at the Hongkong Daily Press Office

Hongkong 17th July, 1905.

